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**THE NO. 1
MODEL CAR
MAGAZINE**

**NEW SLOT CAR IDEAS
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THE "SUPER" SLOT TRACK**

SEPTEMBER 1968 50c



**EMMONS'
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DUNE BUGGY!**

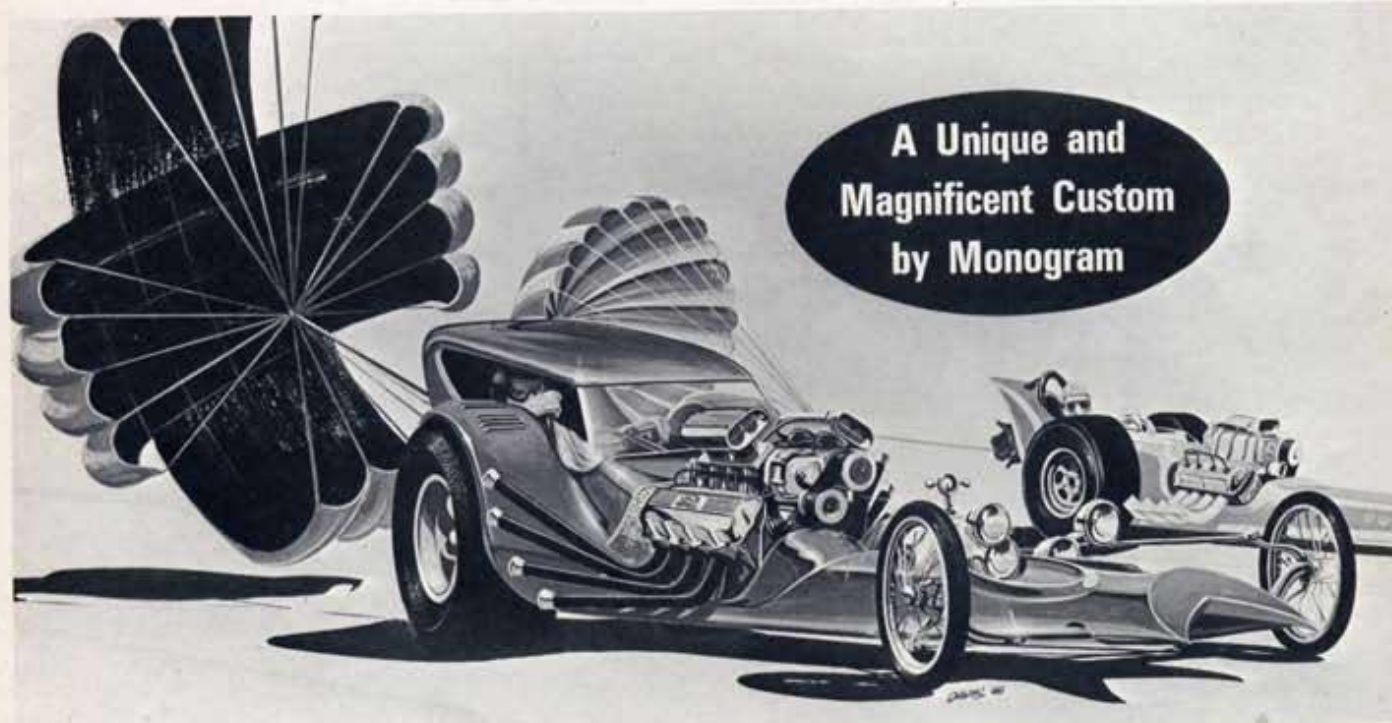
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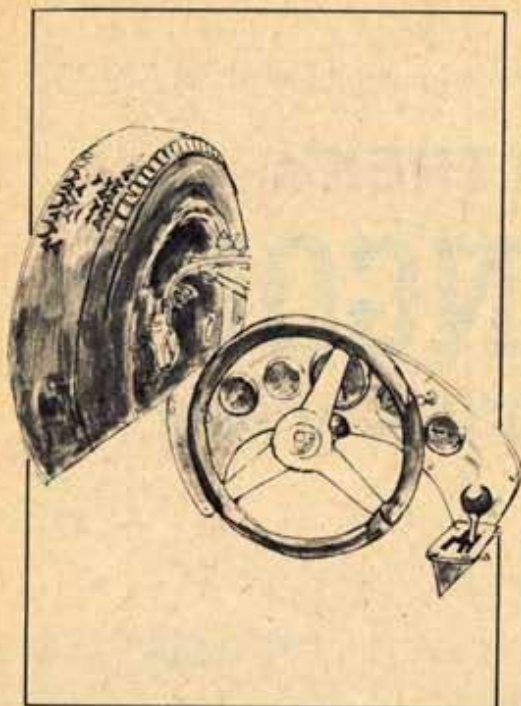
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Stephen D. Urette

EDITOR
Raymond E. Hoy

MANAGING EDITOR
Tom Madigan

TECHNICAL EDITORS
Tom Malone
Don Emmons
Dennis Elliott
Jose Rodriguez, Jr.
Floyd Manly
George Siposs
Mike Poss

ART DIRECTOR
George Wallace

GRAPHIC DESIGN
Gunther Bahrs

DELTA MAGAZINES, INC.
131 SOUTH BARRINGTON PLACE
WEST LOS ANGELES, CALIF. 90049
PHONE: 213/476-3004

ADVERTISING DIRECTOR
Marvin Patchen
PHONE: 213/332-0186

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Volume 6, Number 9

September, 1968

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ON THE COVER—Bob Schleicher, model builder extraordinary, detailed this delightful Grand Prix car. Next month he'll show you a whole new line of 1/32 kits that we're betting you've never seen before. Stop around and see if we're not right!

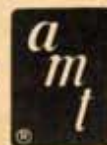
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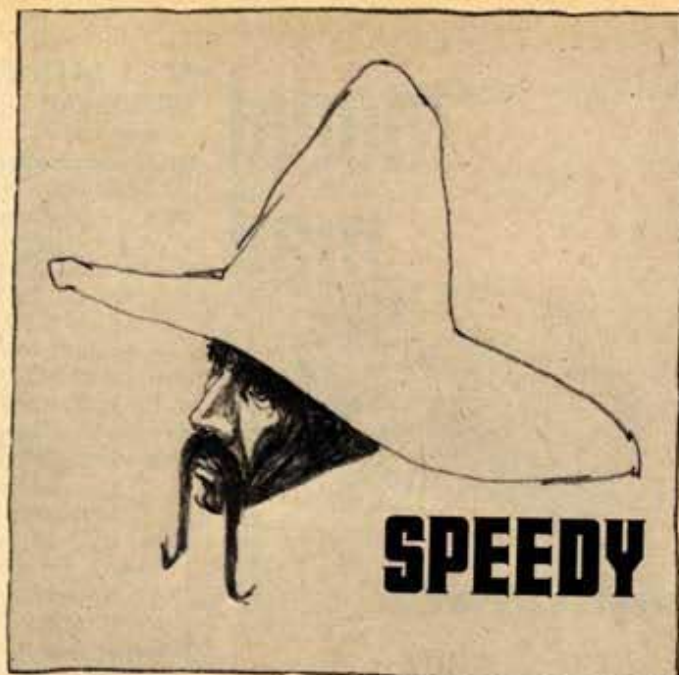


The Demon of Deep Space!

AMT's new space ship model kit, direct from NBC-TV's popular "STAR TREK" television series. This is the battle cruiser used by the "bad guys" — the Klingon Empire! Model is in **same scale** as AMT's Enterprise kit, and includes deep space lights; authentic Klingon decals; and display stand or optional "skyhook" mounting.

THE EXCITING KITS ARE FROM





Long time no see, amigos! Ol' Speedo has been wandering around this big old U.S.A. looking the slot scene over for the past few months, and I just couldn't find time to park myself in front of a typewriter long enough to get a column in to the editor. Speedy's motto has always been "Pleasure before business" and I just wanted to assure you that I haven't changed since I jabbered at you last. (Tell me something I don't already know, Gonzales - Ed.)

The big news in slot racing is all in 1/32 scale. And the big name in 1/32 is NAMRA, which you all know stands for "North American Miniature Racing Association." This group is really on the move lately. Me Compadre, Jose Rodriguez, one of NAMRA's BIG guns, reports that they've been gathering in new members right and left. It appears that slot racing is *finally* settling down! Few hobbies have gone through the ups and downs that our beloved slot racing sport has. The availability of really excellent equipment makes it easy for just about any model builder to be competitive, and with the junk equipment gone (hopefully forever) from the market, fewer newcomers to the sport will get discouraged and drop out as has happened too many times in the past. This means that the new fellas who are attracted to this sport, will *stay* in the sport. And amigos, that's not only *good*, that's *vital*! Otherwise the sport will wither away. And we don't want that to happen, not after all the pain and agony we've all gone through in the past to promote it.

Every model car racing enthusiast—and I mean *you* too—is responsible for promoting the sport. How many of your friends know you are interested in slot racing? How many of your friends have you ever *told* (or better yet, shown) about slot racing? Any hobby/sport relies on new enthusiasts to keep it alive and prosperous. The only way to get new members is to

spread the word. *You* know that slot racing is the most sensational sport in the world, so tell somebody who *doesn't* know! Do the poor guy a favor!

That's what NAMRA's doing. I'm delighted to see MCS giving NAMRA (and their allied association, HOCCI) the opportunity every month to spread the word about their associations to enthusiasts who aren't familiar with them. Organized racing is FUN, and organization is what NAMRA knows best. Check their column out this month, on page 35. If you're interested in joining, you'll find all the information there you need.

Bob Schleicher's informative series on building a home track, (page 26, this issue—Ed.) looks to be one of the biggest series of articles of the year. The idea of using plastic track for a "custom" home track, is not new, but Bob has refined it about as far as you can go with it. By cementing various pieces together into modules you can eliminate the biggest bugaboo that is common to slot racing tracks—poor electrical connections. And with the few simple modification steps that Bob outlines, the track can literally become the personal track you've been dreaming of owning. Schleicher's group is made up of professional racers, to a man, and they have found that the plastic track works as well as any custom routed layout they've ever run on! Think it over. If you're afraid of the "rout it yourself" routine, this could be the answer. Show your dad. Or dad, show your son! Get going—NOW!

Isn't it a gas? Just about the time all those hombres out there get their inline chassis working just right, somebody comes along with a new idea and makes all of the machinery obsolete. I'm talking about the new "angled" sidewinders. The first one appeared, to the best of my knowledge, at a 1/32 scale event in the Midwest. The 1/24 scale boys caught on soon after that

and one ran off and hid with the MCS/USRA Los Angeles race. That was the start of something big. If you owned a competitive inline chassis, and suddenly found yourself being blown off every time one of the new jobs went by, you know how all the owners of the piston engine machinery felt at Indy when the turbine whistled on the scene!

But that's the name of the game in racing. By the time it's built, it's obsolete. It gets expensive, unfortunately. And that can be *bad*, amigos! Many dedicated slot racing fans give up this sport because of the high cost of racing. That's why a "Stock" class is vital in every club or raceway around the country. I couldn't disagree with Dennis Elliott more (The Word From The Wee World) when he advocates that the stock classification be banned. It would completely shut the little guy out. And without 'the little guy, slot racing will wither away and eventually die.

You think not? Let me tell you something, manufacturers must depend on *thousands* of customers buying their products. If they had to depend on the *professionals*, they'd all starve and go out of business. *There just aren't that many pro drivers around!* The magazines have catered to the pros too long, MCS included. Sorry Ray, but it's true. (I know it Speedy, and I intend to do something about it—Ed.) The little guy should be the one running the show, not the pro. By and large, professional racers have wasted very little time with the "average" slot racer, although there are a few exceptions. You can't really blame the pro. He's working day and night to prepare his car, and when "Average Joe Racer" wanders up and asks a few questions, hoping to get a few words from his idol, the pro gives him the brush off—sometimes politely, sometimes not so politely—and Joe Average wanders off completely disillusioned. Sad.

The USRA association evidently has realized this too, for they are now starting a special classification for amateurs. NAMRA on the other hand, has always had a place for the amateur, and they're very adept at it. The little guy has a chance in NAMRA racing, and it's there that he gets the best deal in my opinion. At any rate, it's encouraging to see something being done about the problem.

Well, I'm going to slip back into the ol' sandals and shuffle off to the airport and catch a jet back to East Coast. I heard a rumor that there was a recent "match" race at one of the MCS/NAMRA races between a "Thingie" and a NAMRA (scale) racing machine, and the NAMRA car won by 7 or 8 laps! If that won't throw fuel on the Thingie vs. Scaler argument again, I don't know what will! I'll let you know all about it, next time around! Until then amigos, keep that thumb limbered up. And introduce a friend to slot racing—TODAY!

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answer each letter due to the tremendous
volume of mail we receive each
month. However, we use questions in
this section that are most commonly
asked, in order to give answers that
will help as many modelers as possible.
We DO read all letters that come in,
however, so keep them coming. As to
which articles to run in future issues,
we base our decision on your
questions.

WHERE CAN I GET IT?

I would like to know where I can
order MPC's Super Trailer by mail?
Thank you.

Mike Seaton
Bensenville, Illinois

Mike, you can order nearly any
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MODEL OF THE MONTH

I bought one of your neat maga-
zines and showed it to a friend. We'd
like to build a model together, and
enter it in your Model Of The Month
Contest. Can two people enter one
car? How do we go about it?

Doug Schremmer
Hoisington, Kansas

By all means, Doug, go ahead and
get started on the car, and enter it. It
makes no difference to us how you
arrange it, but it may present a few
problems for you. We give a \$25
Savings Bond to the winner, so you'll
have to figure out a way to split it,
should you and your buddy win it.
Check out Page 30 in this issue for
instructions as to how to enter your
model.

HELP WITH THE PARENT PROBLEM!

How do you get parents interested
in slot car racing? I have an HO set,
but would also like to have bigger scale
cars. They just won't give in.

Also, I believe Mr. Dennis Elliott
has been doing a terrific job of keeping
us informed of the latest HO equip-
ment. Keep it coming!

One more thing. I think you should
put the address for the "Model Mail"
at the end of the column, so we won't
have such a tough time figuring out
where to send our letters.

Neil Levine

Your parents are no doubt worried
about space problems, Neil. If you're a
bit tight on room, you can't blame
them. However, there are ways around
that problem. Check our continuing
series on home track building ("Build
The Ideal Home Track") which started
in the August issue of MCS. Back
issues are available for 50 cents each.
Send your money to Back Order
Department, MODEL CAR SCIENCE,
131 Barrington Place, Los Angeles,
California 90049. This new system of
home track building takes little room,
and the layout can be assembled and
disassembled easily, so it requires little
room, and it doesn't have to be per-
manently set up.

Dennis thanks you, and more is on
the way. Also, we're taking care of
your address request. Ask, readers, and
ye shall receive!

AND YET ANOTHER CONTEST

I read in "Word From The Wee
World" that you folks have a table top
road racing contest going. How do I
enter? Where do I send the pictures,
etc.?

Larry Sommersberger
Sheboygan, Wisconsin

This contest is for HO scale enthus-
iasts who have a track they're particu-
larly proud of. Just send a sharp
black-and-white photo (no color,
please) and a short description of the
track, to Dennis Elliott, 1137 Sierra
Drive, Pampa, Texas 79065. Sorry,
photos cannot be returned. The
winner receives a year's subscription to
MODEL CAR SCIENCE, and the
photo of his track will be run in MCS
in "Word From The Wee World." It's
an easy way to pick up a subscription,
guys, if you've got a track you can be
proud of.

LIKES OUR NEW FEATURE

I have had a chance to secure your
last two issues of MODEL CAR
SCIENCE, and am quite interested in
your subject on car collecting. Is the
June issue your first in this new series?

If there are others, please let me know which issues, as I'd like to keep up-to-date.

Rev. Allen Keiper
Lockport, N. Y.

"The American Collector" started in the June issue, Reverend Keiper, and we'll continue to run articles on these miniature collector items whenever new items appear. Watch for one next month.

HE'S WORRIED AND SURPRISED

I just finished reading your July issue of MCS, and read about the 1/24 sidewinders taking first-through-fourth position in the MCS/USRA race in Los Angeles. I'm both worried and surprised. I'm fairly new to racing, and have just mastered the skill of building a good inline frame. I got most of my ideas from your mag. My question is, will you have one of your writers do an article on how to build a "pro" sidewinder frame?

Mark Schwendiman
El Cajon, Calif.

We sure will, Mark. If you have mastered frame building, you have it made, no matter what the motor configuration, so don't worry too much. We'll have that article for you as soon as possible, so stand by!

ANOTHER 1/24 SCALE BUFF

I'd like to stick up for us 1/24 scale "die hard buffs," as we were called by one of your readers (Fred Michener, New York City, N.Y., June issue). I have built both 1/32 and 1/24 scale models and personally have found the 1/24 scale cars more detailed, easier to build and much more realistic.

Also, I'd like to compliment you on your fine articles. I look forward to each monthly issue.

Tony Castillo

Thanks for the compliment, Tony. If you dig 1/24, by all means stick with it. Everyone is entitled to his own opinion. That's what keeps this great sport going!

NAMRA INFO

The Corvette Team would appreciate it very much if you would send us the NAMRA rules.

Frank Bass,
Bill Fisher,
Mike Karpowicz
The Corvette Team
St. Louis, Missouri

Sorry guys, but NAMRA won't send its rule book to anyone who's not a member of NAMRA. It used to, but it just got too expensive, due to the rising cost of printing and paper, etc. Why not join NAMRA? Check Page 35 for information on how to join. It's your best bet.

Continued on page 12

AUGUST, 1968

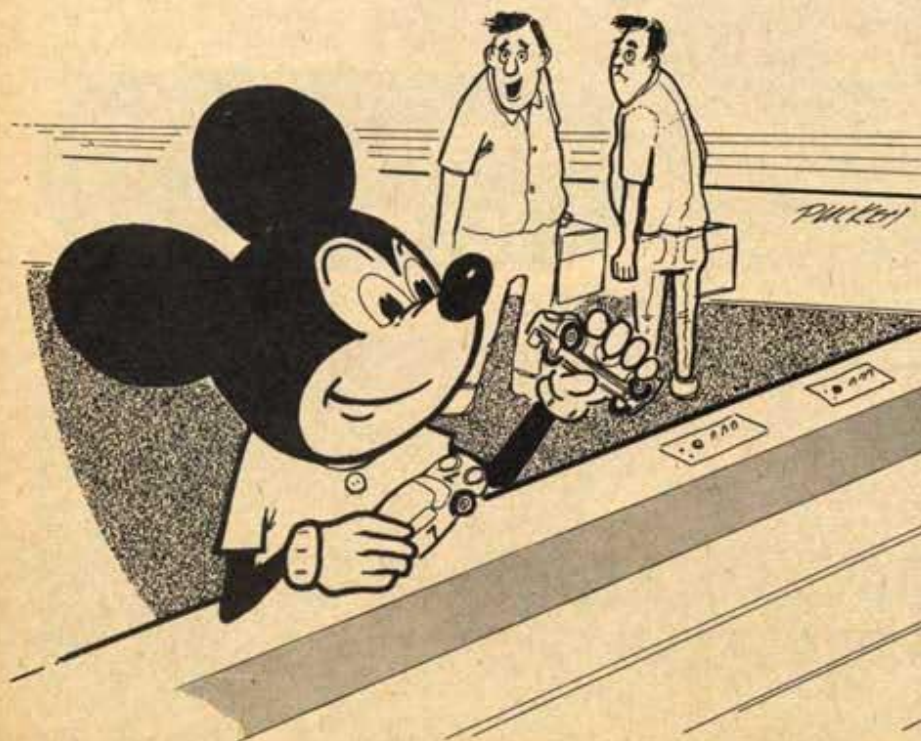


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When the Charles W. Morgan went whaling, she went at it with a vengeance. On her maiden voyage alone, she killed 61 whales. The trip lasted 3 years. Precious cargo like whale oil was a big temptation to pirates in those days, but the Morgan had no time for tomfoolery like repelling boarders. She had fake gun ports painted on her sides, so she'd look like a Man 'O War. It must have worked, because no one ever waylaid this whaler. Revell's new model kit of the Morgan is an authentic reproduction, including 7 whale boats and a large brick furnace on deck. The realism stops just short of the odor of boiling blubber. Fortunately, she sells for under \$4.00. For a catalog of 250 other Revell models you'll enjoy building, send 25c to: Revell, Inc., 4265 Glencoe Avenue, Venice, Calif. 90291.



Model-of-the-Month
Charles W. Morgan



"Yeah he sure is, and so are his cars!"

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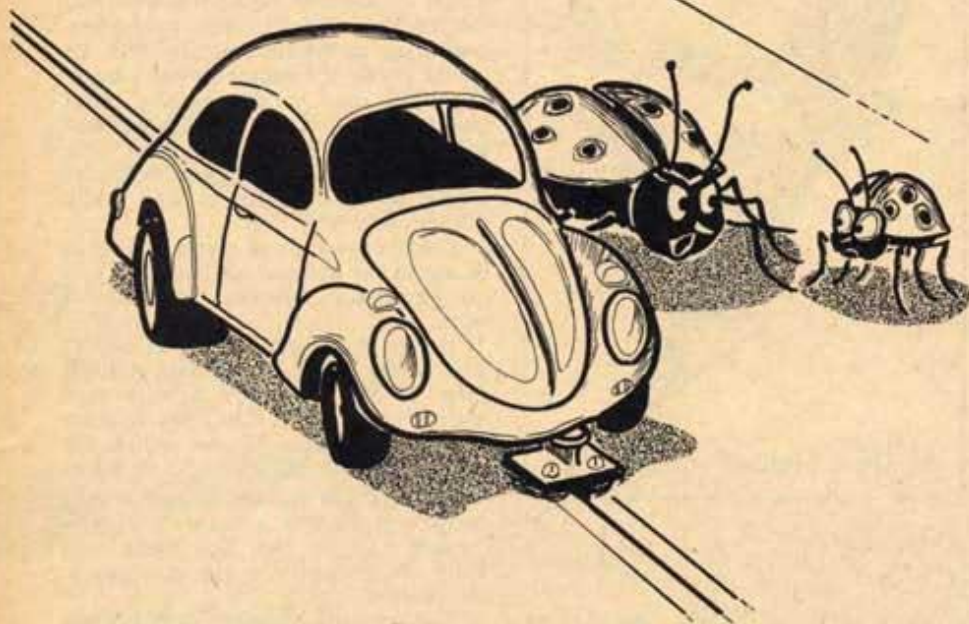
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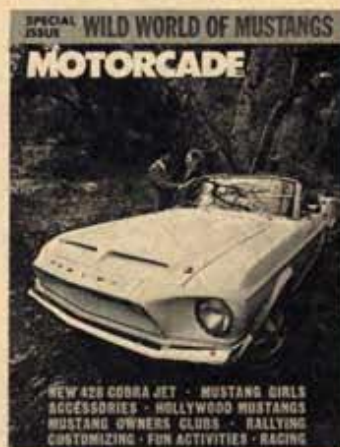
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By Tom Malone

Last month's "Tech Sheet" gave some people the erroneous impression that with better, high quality silicon steel being used in new armatures they would get "amp sucked" by motors using old Japanese made armatures. These people read my copy of the article and commented that they couldn't see any advantages to the new armature and one said he thought it was the wrong way to go.

Believe me, nothing could be further from the truth. I'll try to clear up some of the facts. First of all, because I have three months' lead between the time an article is written and you see it in print, I must rely on prototypes in order to keep my information up to date. To evaluate results with a limited number of prototypes is hazardous, to say the least, because I am forced to make generalizations based upon limited test data with prototypes which may or may not be representative of final production runs of a product.

Regarding the article last month and the Mura .007 armature, let me set the record straight. First of all, the high quality steel does draw less current when compared to a similar wind on all types of armatures. Next, if conditions are just right it is possible to get "amp sucked" (I've never liked that term—voltage sucked or voltage starvation is a better term), but this was true even when only old armatures were available. The solution way back then as now is to wind a little "hotter" by using either less wire or going to larger wire.

The choice as to which armature to use is clearly in favor of the high quality steel armature because we are not just talking about the amount of

THE TECH SHEET

volts and amps the motor draws, but heat as well, and as we all know, this heat is detrimental to motor life as well as over-all efficiency.

The amount of current and volts a motor consumes is dependent upon the length and size of wire used when rewinding, so the amount of power the motor draws is a factor we can change to suit the track conditions. The better quality steels give better efficiency and will in the long run make the motor run cooler even with the lower ohmage winds, so the choice is not really difficult to make.

I'll give you an example of this to illustrate the amount of flexibility you can exercise in determining what you wind.

If, for instance, a 45 turns of No. 27 (.2 ohms) will not be fast enough, then 35 of 26 would be the next logical choice for this gives approximately .12 ohms. If you lacked the torques, you could go to 38 or 40 of No. 26 and the car would have a little more bottom end because of the increased torque, but here again you must watch out for the increase in armature weight.

Another combination would be 35 turns of triple 30, as I pointed out before, as the ohmage is about .08. Then again there is the magnesium wire, as mentioned last month.

One combination I did leave out was the use of the 26D armature and Arco magnets from the 26D size cut down to fit into a 517 case or Mura black can. On either of the cases you will have to shorten them to about the length of the 26D's can and do away with the shim, but it fits in beautifully. It is possible to add a couple of plates and wind it really low. The advantage of this method is that the 26D armature has more room to wind wire on so you can use some wild combinations of No. 24 wire, as sold by Cobra and Mini Wheels.

Triple or even "quad" winds are possible with the 26D armature but I would advise you to epoxy both ends of the Kirkwood comm with a good grade of epoxy after you have wound some nylon thread over each end. A high temperature ceramic-filled epoxy such as Emerson and Cumming's Stycast casing resins No. 2850 FT or No. 2651 with a 400° F service temperature rating. Either of these is available for \$5.95 from Newark Electronic Company, 500 North Pulaski, Chicago, Illinois 60624.

The problem arising from epoxying is that it becomes a little more difficult to true the comm on a lathe, but with these hotter winds and higher rpms the comms are blowing more and more frequently. The epoxys I mentioned above are very thick so you don't have to worry too much about them flowing down between the comm segments.

It now appears that there are three

main sources of armature blanks: Mura, Champion and Tradeship. The newer styled Tradeship is the same configuration as the last Mabuchi's produced with the thin web, but are made from good quality silicon steel.

This brings up another subject to which I'm not sure I have the complete answer. Is it better to have a thick web or thin web around which to wind wire? It is going to require a lot more research and testing to come up with the answer to that one.

I've seen some really fast motors using thin webs—where the person has actually filed down the web with a hand file until there is only .040" or .050" thick; then they wind it full of wire, something like 50 or 52 turns of No. 26. It is a well-known fact that a motor will run hotter (temperature-wise) with a thin web because there isn't enough metal, so heat develops because of magnetic oversaturation. Just where the point of oversaturation takes place is unknown because each armature that I've seen and done myself is different. The amount that is filed out varies, and the amount of turns and wire sizes are usually not the same, so it is difficult to pinpoint a spot and say that over this point or that we have oversaturation.

Champion, I understand, is going to come out with a thick web similar to the style of the older 517's, and one with thin web and long (.500") stack. I had hoped these would be out before the month's "Tech Sheet" was ready so I would have a chance to test them and give you a report but, unfortunately, they never made the scene.

Mura in the .007 has nothing to do with James Bond; it refers to seven thousandth's thickness of the lamination.

Let's examine some of these factors and see how they affect a motor's performance.

First of all, the more surface area or curved section, the greater the torque. The wider this section (and the longer), the greater the arc it will circumscribe, so naturally the more torque that will be produced.

The thickness of the "web" is another factor in armature design affecting performance. The difference between a thick and thin web referred to here amounts to something like .020". As pointed out before, a thin web type such as Tradeship's gives more space to wind wire but it also makes the motor run hotter, draws more amps and generally turns more rpms while delivering slightly less torque. Now bear in mind, these are generalities. For example, a motor with 35 turns of 26 on a Magnum 1000 or old 517 armature with a thick web runs cooler draws less amps than 35 turns of 26 on a Tradeship armature. Now because the Tradeship is lighter to begin with, because of less metal, we put on 45 or 47 turns of No. 26; then with more wire, the ohmage is slightly more, so the amps drawn is slightly less and we find the motor

runs cooler with the added effect of more turns (ampere turns determines torque). The net effect is there is very little difference between a thin and thick web armature. In matters such as this it is difficult to make *accurate comparisons*, but I would guess the thick web would have a slight advantage. A better comparison would be to try for 35 turns of 25.

The other two dimensions that affect motor performance are the armature's diameter and the height of the web. The 26D armature in a 16D can as mentioned, is an example of increasing a motor armature's diameter, thus increasing the torque. The greater the armature O.D. the greater the torque produced.

The height of a web will have to be viewed from its two extremes—the top and bottom—each of which gives a slightly different effect. As you can see, the higher we raise the web's height the smaller the curved metal portion becomes and, also, the shorter the arc it will circumscribe.

As pointed out earlier, the less the area (curved section) the less the torque and also with less metal, less electromagnetic material we have, so a greater chance of becoming oversaturated and less torque.

Now, let's look at the bottom of the web. A lot of rewinders, myself included, have filed out material at the bottom between the webs thus permitting us to lay on three to five extra turns on each pole. By so doing we gain a few more turns, but we create a little more heat because the thicker the "throat base," as electrical engineers call it, the more easily a pole is able to change polarity. Making the web or connection between the poles very narrow by filing, we impede this polarity changing and thus create a certain amount of heat.

In order to achieve this level of performance we use the right combination of armature, magnet, case spring tension and air gap. Now these factors are completely separate from any discussion of turns and wire size. For example, you can shim the magnets too close and not only create unwanted heat but the motor will lack sufficient rpm, so that on a track the car lacks the punch to jump out of the turns.

It has been my experience that some magnet and case combinations work better than others on certain tracks, the same as some tires work better on certain track surfaces. For instance, Associated's black tire gives better traction on my local tracks than Associated's blue or even the gray tire.

You can consult your own guru from Ye-Ye land but even he can't help you much when it comes to picking the right combination of factors that will put you in the winner's circle.

It's still the old pick, choose and test method to come up with the best rpm and torque for your track conditions.

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Continued from page 6

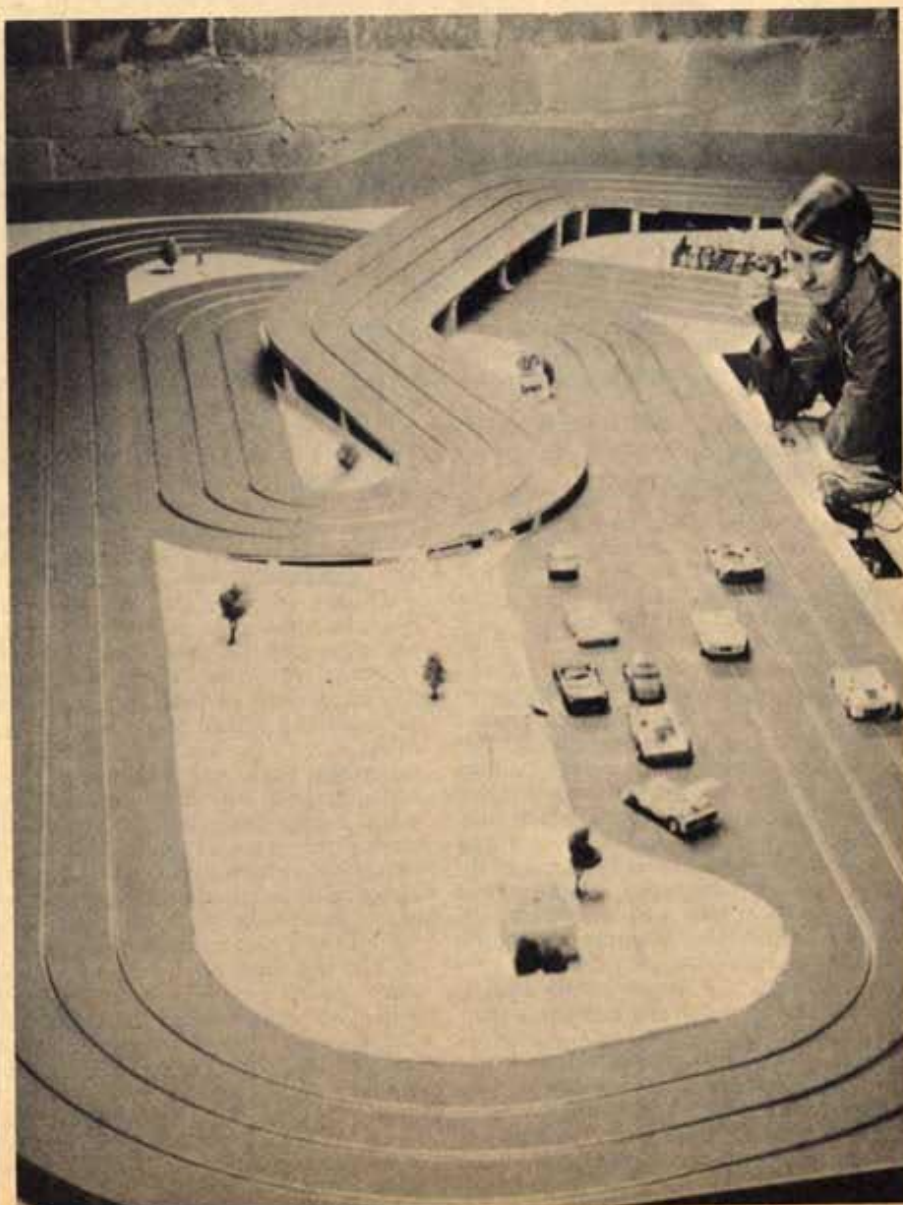
SIXTY-FIVE FEET OF FUN

I'd like to know where I can get reliable lap counters for a homemade

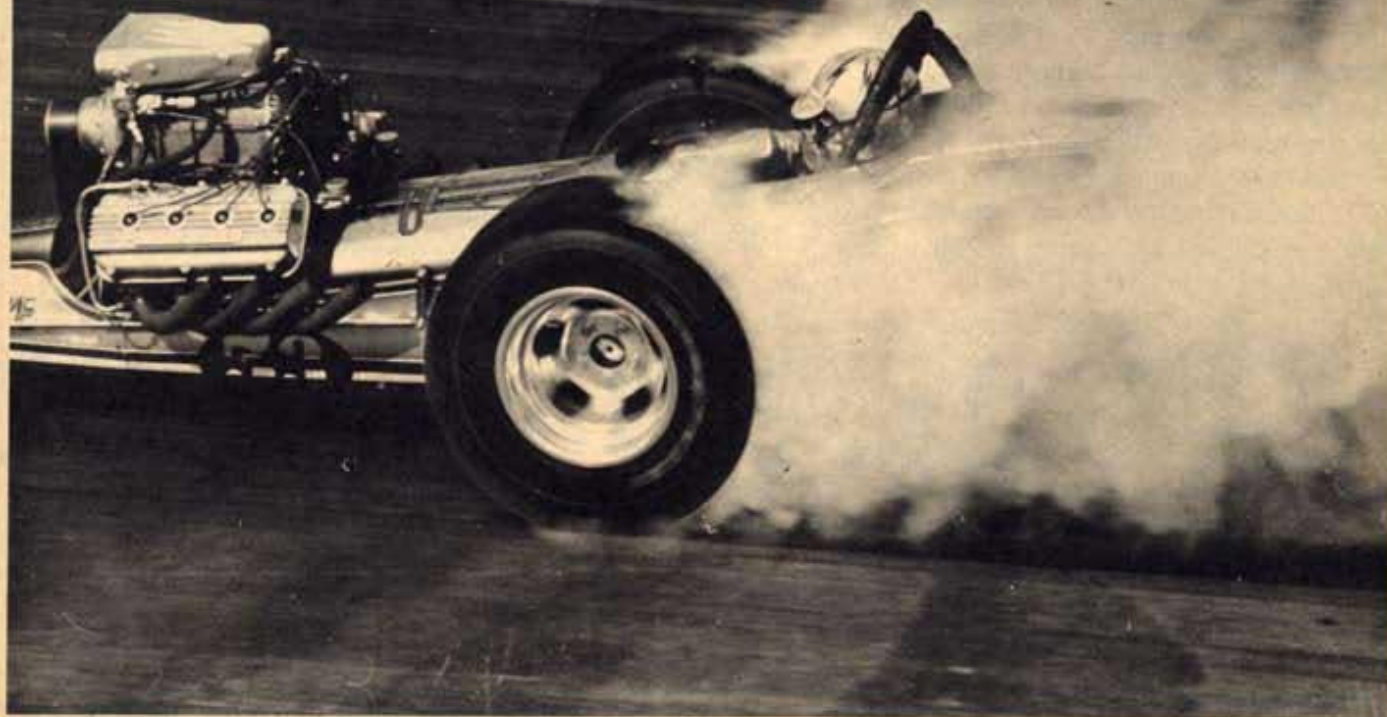
three-lane track, 65-feet-per-lane, with an 18 volt transformer for each lane. The track is designed to handle 1/32 and 1/24 cars. I've tried three solenoid-operated Strombecker lap counters and they weren't very reliable. Every time the car trips the counter, it either jumps three or four counts, or just doesn't register at all. Any information would be appreciated.

Kurt Christensen
North Caldwell, N.J.

We're running the picture of your beautiful track, Kurt, and we'd like to see another picture of it after you finish the landscaping. Lap counters have always been a problem. We've just about completed a story on re-working Revell's new electric lap counters so they can be used with a custom home track such as yours. Watch for it very soon.



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AMT took my suggestion and got with the new California fun car. While building my bug last summer, I kept yelling that this type of machine was the way to go. They contacted Bruce Meyers and what you are about to see should really please you.

I have shown only a few versions of what can be done with a kit of this type. This is a model of one of the wildest cars to ever come from the hot rodder's garage. Yes, I said hot rodder. Even though it is a VW engine in a fiberglass body, it can still be considered a hot rod, depending on the engine components and where it is placed. These bugs, along with some VW powered "T" bodied machines, are the modern day hot rod. OOPS! Back to the 1/25th scale.

By Don Emmons



Don The Modeler duplicates the California dream

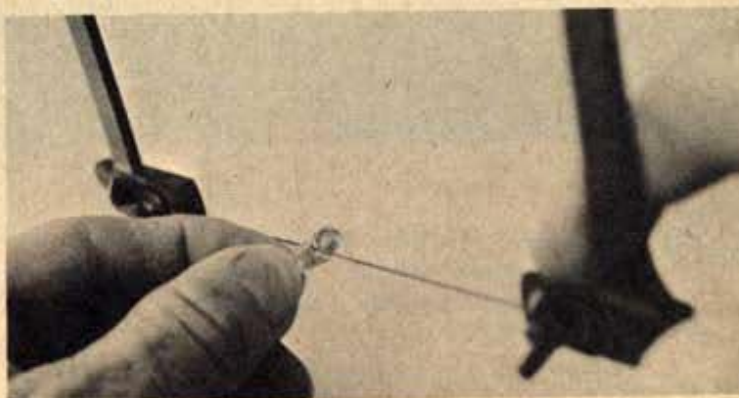
"LIL' DIGGER"

The kit can be assembled as a strictly off-the-road vehicle without a body at all. Or it can be built like mine for street driving.

The decal sheet has the proper decals for duplicating the Baja (Calif.) 1,000 Mile Rally winner, the #10 Manx. For detailing the winning car, get some ideas by reading a real car magazine that covered the event.

Take it from one who has built the real bug and the 1/25th scale buggy—AMT's is much cheaper and easier. Between my son Don, and I, five of these buggies have taken shape. They are such fun, we just can't keep our hands off them. And that's the only way one family can have five Manx's, with the possible exception of the Meyers family.

Now, how about getting started on your buggy? Look at the photos and decide how you will build your model or models. Start today—it's a blast!



Hold the fan belt unit firmly and cut the pulleys apart. Retain both pulleys and file sawed edges smooth.



Glue pulleys to engine. Let them dry before gluing a piece of heavy-duty sewing thread to the pulleys.



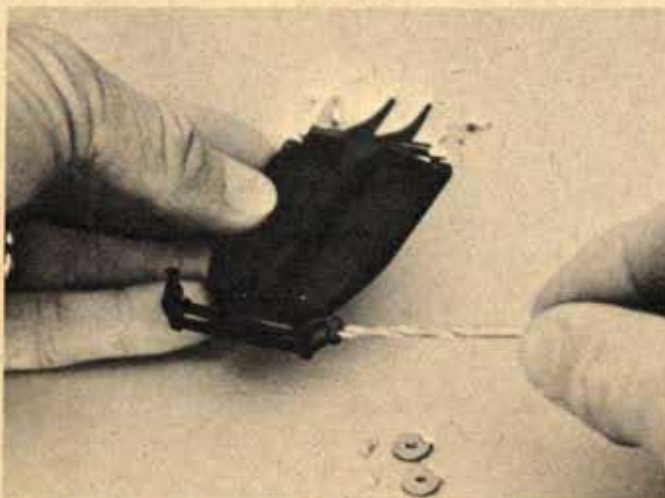
AMT used my car for some of the engineering work to be sure the detail was correct. Notice the seat detail and license plate. Rear tires are from MPC's Mark IV kit.



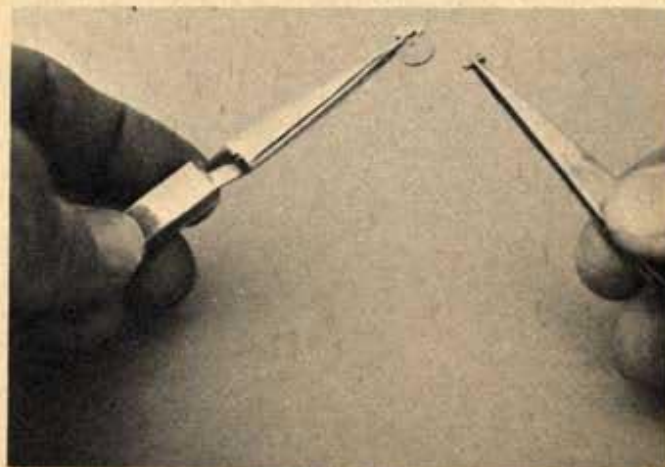
Flames on this model were painted on but you can use the flames that are on the decal sheet.



Taillights are from an old '64 Chevy kit. Exhaust was made from sections of the kit exhaust, in addition to some chrome pieces.



Other changes may be added to the kit. Front axle is drilled slightly to allow for the head of the rivet portion of front axle.



Disc brakes are from AMT's "Man From U.N.C.L.E." kit. Rivet was first placed through brake, then both were glued to axle. Disc portion was painted with darkened Flat Aluminum.



This front end setup shows you are really with it. This is a simple modification that adds much realism to a model.

The real bug has a '62 VW sedan chassis with wheelbase shortened 14-1/4". Rear wheels are 9" x 13" Cragars, with 12.50 x 13" Firestone Grand Prix race car rain tires mounted. Taillights are '64 Chevy units turned upside down. The yellow fiberglass body is adorned with candy red flames. The interior is black leatherette.



Take your pick—buggy owners use either engine. (VW is in chassis, Corvair on ground).



A hardtop comes in the kit, plus a rear cover for the race car builders. Here are the two variations you can build. My son Don built the hardtop version. The stock kit rear tires were used on his bug.

Don Emmons lays out the flame pattern on the real bug.





Model Rectifier Corporation has a new winner!

HONDA!



Model Rectifier Corporation's newest kit is the world's most beautiful Formula 1 model car. It's a 1/12 identical scale Honda, perfect in every detail, accurately scaled 1" to 1' from Honda factory blueprints. Assembled it measures about 13" long and 6" wide. Its 200 or more plastic and metal parts are molded in ivory, black, silver, and some are "nickel-plated," so painting is not necessary.

The model features full working suspension on real coil springs, rack and pinion steering that works from the steering wheel, and every detail the real car has including the instruments.

The monocoque body section builds up like the real one, and you add on the parts like oil tanks, fuel tanks, seat, radiator, hoses, engine, fuel injectors and even "snake" exhaust headers. Model building experts who have seen the car say they have never seen anything else like it.

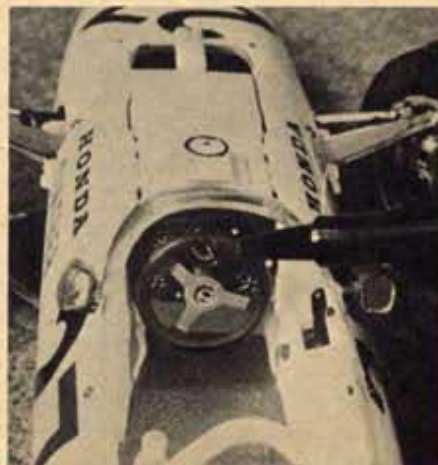
The kit includes cement, full-color decals and easy-to-follow illustrated instruction sheet. The only tools required are tweezers and a small screwdriver. Some 25 to 40 hours of spare time is required to make this model a reality. Built-up models sell for \$125. The kit is imported from Japan and available by insured mail with a money back guarantee.

Buy one today at your local hobby shop or by mail, send \$11.98 plus \$1.00 packing postage, to:

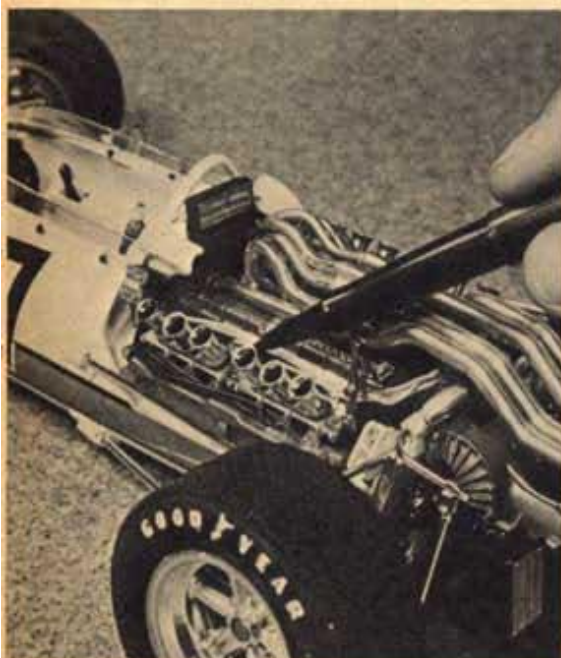
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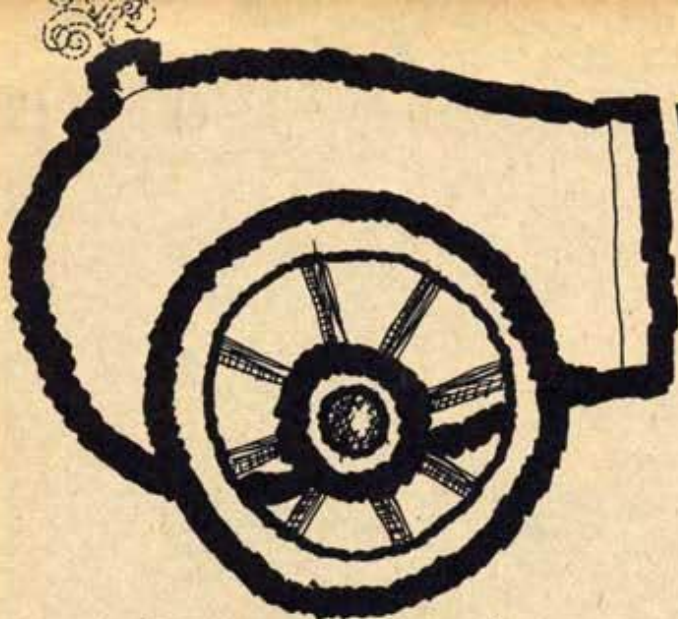
Removable nose section unveils Densa radiator, oil tank, hoses, suspension.



Technically correct, model features working suspension, rack and pinion steering, adjustable sway bars. Wheels steer from cockpit.



Velocity stack and exhaust system is "nickel-plated" along with many engine and chassis parts for extra realism.



THE MILITARY... SCENE

Monogram duplicates two famous pieces of armor from World War Two

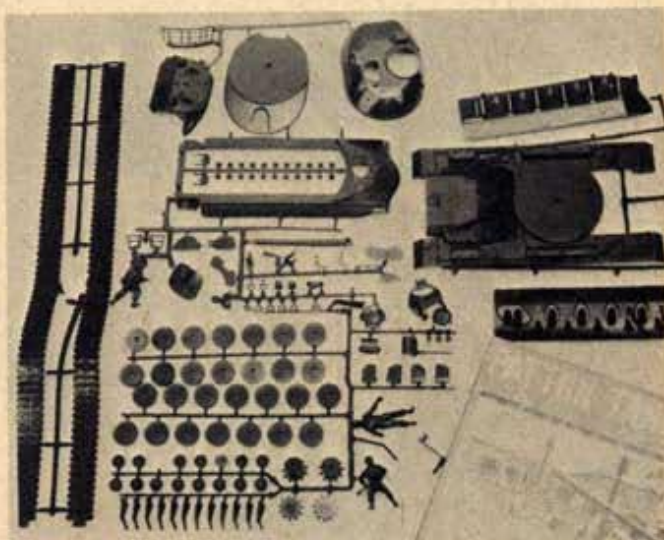
By Robert Schleicher

If the machinery and design of a "fueler" dragster of Formula I GP car is interesting to you, chances are the basic reason is that these racing machines are examples of efficient design, engineered to do one job, but to do it as well as modern technology will allow.

The brutal efficiency of the tanks, half-tracks, motorized gun carriages and other military vehicles that fall under the general classification of "armor" is but another example of mechanical excellence. This explains one of the reasons why many modelers are adding miniature fighting vehicles to their collections of model cars: both are mechanically fascinating.

Monogram offers a series of seven kits for 1/34-scale military vehicles and men. Included among these seven is a model of one of the latest "medium" tanks, incorporating some of the most modern full-size weapons system technology, the M48A2 Patton. The full-size Patton was first produced in 1953, too late to see action in either WW II or Korea. The design is based on improvements in the 1951 M47 Patton, but with different hull and turret design, to offer better protection for the crew. One of the more unusual features of the tank is the fact that it has two rotating turrets, one within the other. The smaller one, mounted on top of the main gun turret, is called the commander's cupola. The gun mounted on the commander's cupola is usually a machine gun for either air or ground defense. With these two separate guns, the main gun (usually a 90mm) can continue to fire while the smaller gun and cupola provide defense for the tank. This 50-ton giant is capable of climbing a 60° grade. In a modern army, the M48 falls into the "main battle tank class" and is normally used for mobile defense. The bulk of the M48 production has been sold or "lent" to a number of America's allies. The model in these photos is an example of one of these tanks that its builder, modeler Dave Musikoff, has painted and detailed to match a full-size tank used by West Germany's Federal German Army in 1963. Dave added only the infra-red searchlight, radio aerials, and the West German insignia from an airplane decal set to the basic Monogram kit. It is painted an authentic shade of flat blue/grey.

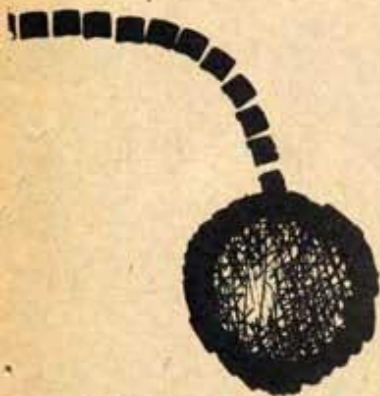
The other armored fighting vehicle in the photos is also one of Dave Musikoff's efforts with the Monogram



Monogram's 1/34-scale kit for the up-to-date M48 Patton medium tank contains all parts needed to provide authentic detail.

"Combat Series." Monogram offers two versions of the most famous of all half-tracks, the U.S. Army M3 series. Either the "Armed Personnel Carrier" (also called APC), or the "Armored Half Track." The Monogram APC is their kit number PM157 and the "Armored Half Track" their kit number PM155. The PM157 kit has a motorized winch on the front bumper, while the PM155 kit has the famous steel roller that the full-size half-tracks had to keep from digging the nose into ditches or slopes as it climbed over rough terrain. The half-track is a modeler's dream because there were so many individual modifications made to the full-size vehicles. In addition to a variety of guns ranging from a .30 caliber machine gun to an 81mm mortar, the crews stowed tarps, tents and all manner of boxes and Jerry cans in and around the vehicle. Few of the M3 half-tracks are still in use today, although the Israeli Defense Forces did use some in the recent Six Days War. The theoretical advantage of the half-track was its combination of wheeled speed and track mobility over rough terrain. In fact, most authorities concede that it possessed only the disadvantages of both types of traction. One of the greatest advantages of the M3, as compared with its German counterpart of World War II, the Hanomag APC, was the M3's front wheel drive/steering axle. The model is painted and detailed to be a duplicate of an M3 used in North Africa by the First Indian Infantry Division during 1942 and 1943.

By combining parts from both of Monogram's M3 kits, almost any of the variations used during the Second World War can be modeled.



Most of kit pieces assemble into ten-wheel chassis plus drive gear suspension. Here, hull is complete. Tracks will be removed for painting.

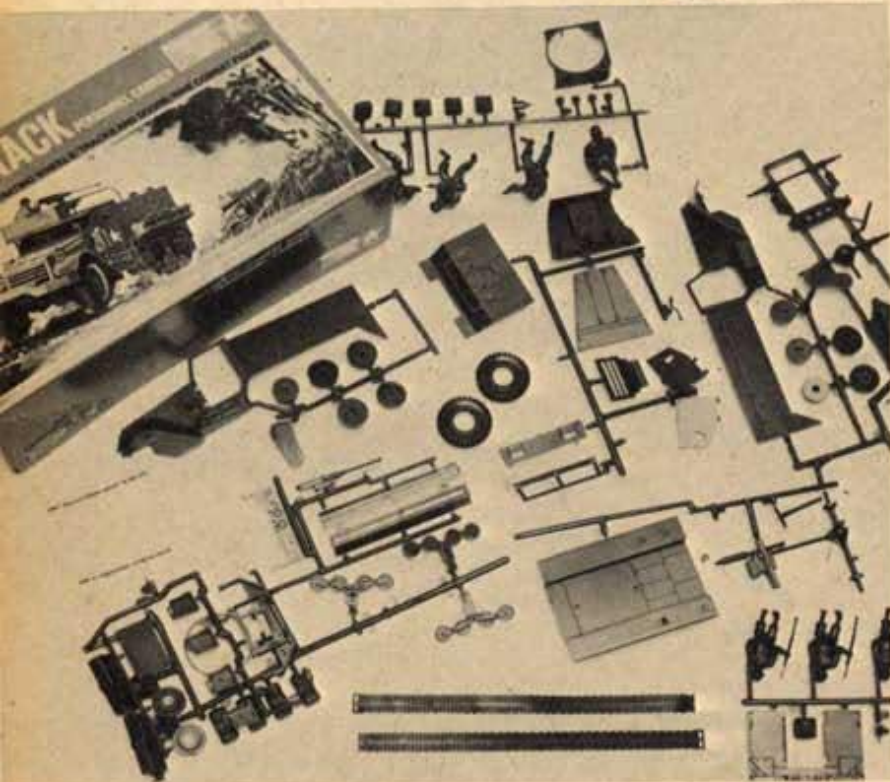
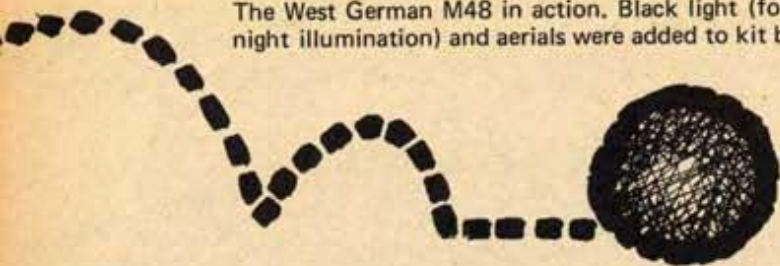


Turret is added along with superstructure and model is ready for the detail parts such as rear tarp rack and gas can.

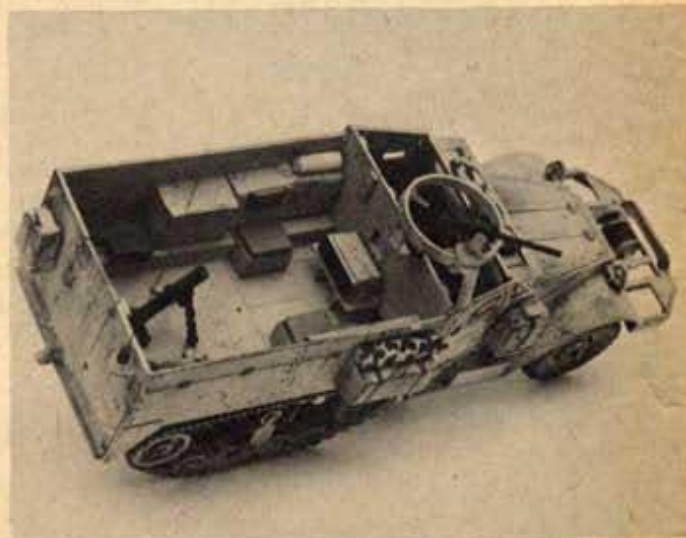


Master model builder, Dave Musikoff, has painted his Monogram tank the blue/grey color of the current West German army.

The West German M48 in action. Black light (for infra-red night illumination) and aials were added to kit by builder.



Monogram No. PM157 half-track kit was used to build the vehicle in the photos. A second kit, No. PM155, is also offered by Monogram with four-gun turret and roller bumper.



This version of Monogram's No. PM157 half-track is painted the mottled beige of desert camouflage, an authentic reproduction of markings used in North Africa during 1942.



Monogram's 1/34-scale models make an excellent starting point for any armored fighting vehicle collection. M3 and M48 here.





The 1/34-scale Monogram M3 in the terrain it was designed to conquer. Note added details such as real cloth tarps and aerials.



MCS/USRA

THE

BY GENE HUSTINGS
Photos by Al Hall

THIRD ROAD RACE

And they've added a special race for amateurs, too!

The amateurs have finally been awarded their own racing program by USRA! Although the USRA has been aware of the problem of how to help the amateurs, it was not until our third race that we sufficiently organized to include a completely amateur racing program in our schedule. The amateur race is an exact duplicate of our regular MC&S-USRA race with a couple of exceptions! It is run two weeks before the pro race and giant trophies and merchandise are awarded, whereas the pro's run for cash, and none of the USRA pro's are allowed to run in the amateur race although any amateurs who desire may enter the pro races.

The scene for the upcoming action was at Don's Raceway, 10916 S. Downey Blvd., Downey, (Calif.). Don's is now *THE* race-place in Southern California. This race for GP cars would be run on the Checkpoint track which Don Vanderwall just acquired from Bill Steube. Don also has the Checkered Flag track at which we held our 1967 summer Car Model Race and he also just acquired the Rolling Hills Blue American King track on which we also had a Car Model Race! Can you imagine three great tracks all in the same raceway! But this is only half the story. Don and Alice just cannot seem to do enough for the racers. The cooperation they have extended to the USRA has been more than could ever be expected, and needless to say, it has been greatly appreciated.

With only a two weeks' notification of our amateur race, we were a little apprehensive about the number of amateurs we would have, but as it turned out we had almost the exact amount of amateurs as we had at our pro race. As the word spreads, our next amateur race will probably be bigger than the pro race.

The USRA also started an alternate racing program for this race which allows everyone who enters a chance to race. Theoretically you could be the slowest qualifier and start in the last consolation and race your way up through the consolation races into the main. In order to accomplish this extended racing program, qualifying was held on Friday night with the races run on Saturday. This worked out so well it will be used in all our future races.

The USRA also banned the use of sidewinder motors in the GP cars feeling that it would lead to shabby looking cars, thus violating one of the USRA rules. The vast majority of racers were in accord with this ruling, realizing that if everyone ran inlines in GP cars it was still equally fair for everyone. Naturally there were a couple of racers who wanted to run sidewind GPs because they were faster, no matter what they looked like. These were the same racers (?) who two years ago wanted to run GPs only, because sports cars were too slow and wouldn't handle.

The quickest amateur qualifier was Steve Bogut who turned a 6.65. Steve looked like a good pro prospect as he drove his Pete Zinnerman-powered Ferrari around the track. The main event of the amateur race was very close.



All the action for GP cars in the Third MC&S-USRA race took place on the Checkpoint track now located in *THE* place-to-race in Southern California—Don's Raceway.

Each racer ran on all eight lanes so as to be as fair as possible. Joe Mangiamelli, who started on the faster lanes, led the race for the first 200 laps with Steve Bogut in close pursuit. As Steve moved to the faster lanes he slowly overtook Joe and went on to win the first MC&S-USRA amateur race.

First MC&S-USRA AMATEUR RACE

PLACE	NAME	Quali. Time	POINTS
1	Steve Bogut	6.65	10
2	Joe Mangiamelli	6.75	8
3	Charlie Nelson	6.68	6
4	Steve Anderson	6.99	5
5	Steve Masek	6.75	4
6	Tim Fields	7.09	3
7	Don Peck	6.74	2
8	Tom Hansen	6.87	1

CONCOURS

1	Art Flores
2	Don Latch
3	Ron Marcotti

The USRA would like to thank the following people who contributed to the amateur and/or pro races and to whom they are greatly indebted:

DON'S RACEWAY	ASSOCIATED
BIG "A"	BUZCO
CHAMPION	CIRCLE "T"
DYNAMIC MODELS	BOB KOVACS
MODEL CAR JOURNAL	RIGGEN
RUSSKIT	FRED SCOTT DIST.
SPEED & SPORT	BILL, BILL JR. & MIKE STEUBE
JOHN THORPE MOTORS	JOHN WESSELS

With the amateur program completed our attention focused on the pro's. The first two warmup races were won by Lee Hines with Doug Henline taking the final two. Mike Steube had the new track record. The Checkpoint team has been all but unbeatable on any track, and now racing on their own track—WOW! I would have scheduled a race on their track before this, I owed as much to them for their participation in our races, but although the size of their building was adequate for the weekly racing, there was just not enough room in which to squeeze a crowd of 150 to 200 persons. At Don's there is enough room to handle the crowds and the Checkpoint team planned on taking the advantage of running on their home track. Would you call first, second, third and fourth quickest qualifiers taking enough of an advantage? Mike Steube set the pace with quick time at 6.26, followed by Doug Henline 6.31, Lee Hines 6.33 and the latest Boy Wonder Dave Howard at 6.39!

Maybe I've made it sound too easy for the Checkpoint group, but such is not the case. Everybody in Southern California was trying to beat them as well as Jerry Brady, currently the hottest driver in New York. Jerry was here staying with John Cukras, and for those of you who think it's all glamour and fun to travel across the country racing, here is a direct quote from Jerry: "First, you must travel across the country to find out your car is a pile. After discovering this unimportant fact, you must decide whether to kiss off the race or thrash. If you kiss off the race you will have a great deal of fun not racing. If you decide to race you will have to thrash all night before the race and will be able to get no sleep. This is very disturbing because you will feel bad and usually

will get very little practice with your newly constructed pile. When you do find time to run it you will more than likely find out that it is really bad off. Then the real thrashing begins. You must add and subtract weight, change tires, change motor and gears, change gear ratios, sand tires, file for clearance, add numbers, roll bar, black your tires and wheels, and when you finally get the car running to your satisfaction you will probably discover it is illegal. More thrashing. New tires and bigger files are the order of the day. After arguing with the race tech inspector for several minutes make your car legal and then it will undoubtedly return to the undrivable hunk it once was." Sounds like real fun, right? Bill Thirwell of

SEMI MAIN

PLACE	NAME	TEAM	E.T.	LAPS
1	John Cukras	Mura	6.52	120
2	Terry Schmid		6.52	119
3	Joe Mangiamelli	B & N	6.50	116
4	Fred Kunze		6.84	116
5	Bryan Warmack	Riggen	6.59	116
6	Jerry Brady		6.47	114
7	Matt Azzara	Speed & Sport	6.48	113
8	George Sysinger		6.50	96

A CONSOLATION

1	Bryan Warmack	Riggen	6.59	80
2	Fred Kunze		6.84	79
3	Dave Grant	Riggen	6.58	78
4	Bud Dill	Speed & Sport	6.59	77
5	Jack Garcia	Dynamic	6.78	76
6	Frankie Vales	Speed & Sport	6.58	76
7	Bob Green	B & N	6.54	74
8	Bill Ussery	B & N	6.63	71

B CONSOLATION

1	Fred Kunze		6.84	60
2	Jack Garcia	Dynamic	6.78	60
3	Bruce Erickson	Dynamic	6.65	59
4	Arnie Atkins	Mura	6.70	59
5	Charlie Nelson		6.70	56
6	Mike Levy	Dynamic	6.69	56
7	Keith Tanaka	Champion	6.71	55
8	Joe Kelly	Mura	6.68	53

L. A. CHAMPIONSHIP

POINT STANDINGS

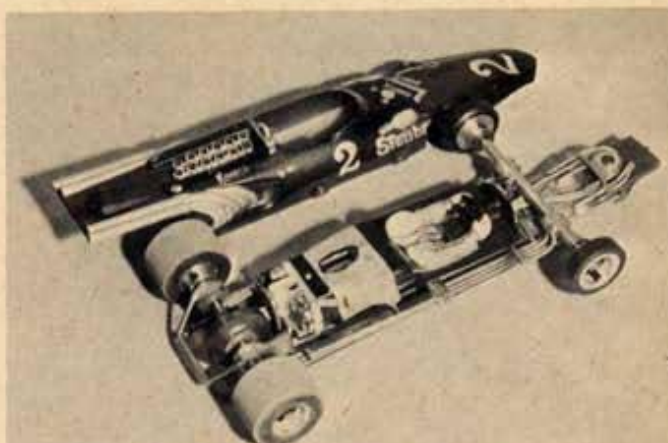
PLACE	NAME	POINTS
1	MIKE STEUBE	24
2	TERRY SCHMID	22
3	JOHN CUKRAS	19
4	DOUG HENLINE	13
5	LEE HINES	11
6	JACK GARCIA	5
6	KEITH TANAKA	5
7	JERRY COWAN	4
7	DAVE HOWARD	4
8	JOHN GALLEGOS	3
9	RAY GARDNER	2
9	FRED KUNZE	2
10	ARNOLD ATKINS	1
10	JERRY BRADY	1
10	JOE MANGIAMELLI	1

CONCOURS POINT STANDINGS

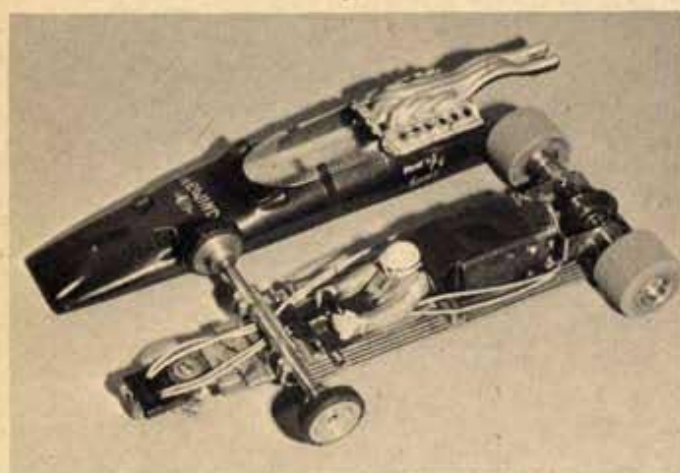
1	LYNN FLETCHER	5
2	RAY GARDNER	3
2	GEORGE SYSINGER	3
3	JERRY COWAN	2
3	BUD DILL	2
4	BOB GREEN	1
4	BRUCE ERICKSON	1
4	MATT AZZARA	1



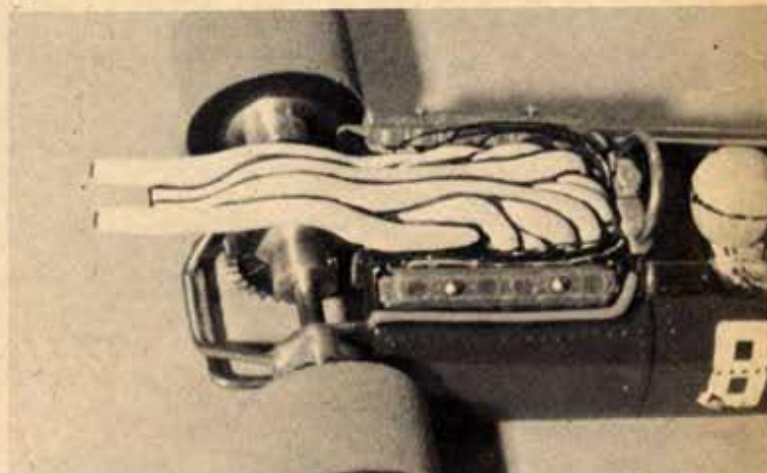
Main event winner Doug Henline's Eagle, powered by a Steube-Champion 517. Doug built the chassis using Weldun wheels and Riggen blue tires.



Quick qualifier and second place in the main went to Mike Steube. Power is also by a Steube-Champion 517 and Mike's car was built by Doug Henline.



Terry Schmid took third place in the main with his Ferrari powered by a tuned Mura motor. Terry used Weldun wheels and Associated tires.



George Sysinger traveled down from Washington, won Concours and qualified in the semi with this highly detailed Ferrari.

FINISH								
	NAME	TEAM	E.T.	LAPS	BODY TYPE	MOTOR	REWIND TURNS No. WIRE	MAGNETS
1	DOUG HENLINE	CHECKPOINT	6.31	240	DYNAMIC EAGLE	STEUBE 517	40-26	ARCO
2	MIKE STEUBE	CHECKPOINT	6.26	238	DYNAMIC EAGLE	STEUBE 517	40-26	ARCO
3	TERRY SCHMID		6.52	235	DYNAMIC FERRARI	MURA	-25	MURA
4	LEE HINES	CHECKPOINT	6.33	234	DYNAMIC FERRARI	LEE JET	36-D29	ARCO
5	DAVE HOWARD	CHECKPOINT	6.39	234	DYNAMIC EAGLE	STEUBE 517	40-26	ARCO
6	JOHN CUKRAS	MURA	6.52	232	EAGLE	MURA	-25	MURA 88X
7	FRED KUNZE		6.84	228	DYNAMIC FERRARI	ZIMMERMAN	-D28	ARCO
8	JOE MANGIAMELLI		6.50	221	DYNAMIC	USSERY	NA	ARCO

the Champion team, who just won the Arco race in New York, was here and would undoubtedly also agree with Brady. Bill seemed to have a little more trouble learning how to drive the esses, and didn't qualify as well as expected.

Race day and the track was packed. Mike Morrissey called the races and was assisted by Dave Grant who did all the recording. Two really thankless jobs. These guys were really beat at the end of seven consolation races, a semi and main event. There was a lot of good racing in the consolations but the interest started to pick up in the semi-main. John Cukras and Terry Schmid battled it out all the way with John taking it by less than a lap. Terry is no longer on the Checkpoint team. They parted company on friendly terms with Terry hoping to become what Morrissey calls an "evil bucks racer." Terry has been the top driver in Southern California the last two years so his chances should be as good as anyone's. John and Terry moved up to the main along with Joe Mangiamelli, the amateur who's running better than a lot of pro's. Right

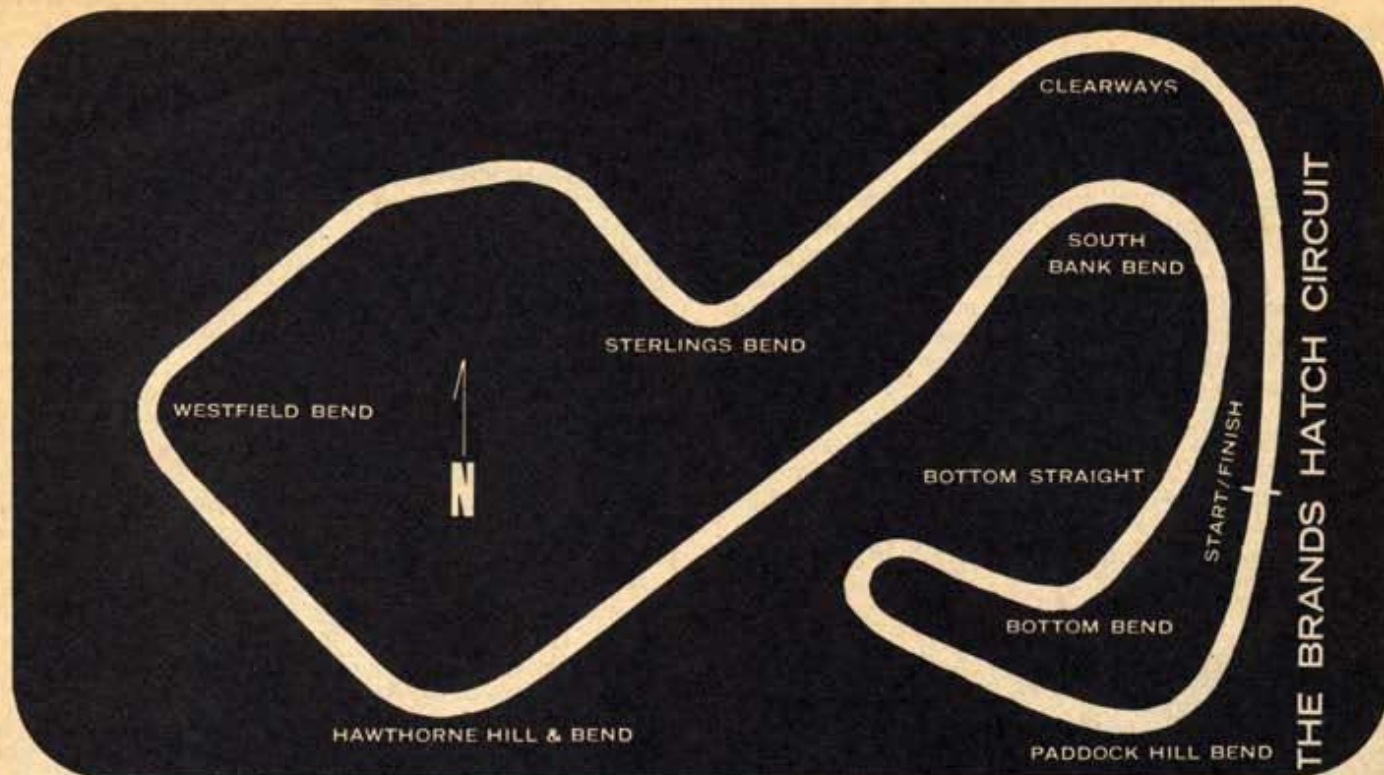
behind Joe was Fred Kunze who came all the way from Washington for this race. Fred must really like racing. He started in the "D" consie, advanced to the "C," then the "A," then to the semi and all the way to the main! Fred proved it can be done and also that he can drive with the pro's as he drove a total of 582 laps in racing his Pete Zimmerman-powered Ferrari. As if Fred didn't do a good enough job representing Washington, George Sysinger, who came down with Fred, made the semi-main and also won Concours with a very highly detailed Ferrari. Second place Concours went to Bud Dill and Third to Matt Azzara.

Main event time. The lanes were chosen and—check this: The Checkpoint team with their first four choices chose the four inside lanes, placing Steube and Henline on the inside, protected by Hines and Howard on the outside! What a setup! Steube and Henline would be able to pass without being held up by anyone. The Mercedes team in their heyday never had it so good. The rest of the racers lined up and the race was under way. But it wasn't the Checkpoint team that took the lead, it was John Cukras! John had a rocket. He was on one of the faster lanes, but the lane couldn't have been that much faster. That Mura motor was really humming along. John didn't keep the lead too long, though, as he crashed in the esses and Terry Schmid grabbed the lead. Terry also crashed and Fred Kunze took the lead for a short time until Steube took over with Henline right behind. Steube lead half of the race until Henline ran the slow lanes and then advanced to the faster lanes. Henline slowly pulled up on Steube and finally took the lead and never gave it up. The race for Third, Fourth and Fifth was really close with Terry Schmid ending up less than a lap ahead of Lee Hines and Dave Howard, driving his best race thus far.

Doug Henline also won the two Car Model GP races last year. Doug must feel that the GP races are designed for him alone. Apparently he's right. At least no one has been able to prove him wrong yet. Doug collected \$98.00 of the \$250.00 purse plus much merchandise for his winning efforts.



COMMUTATOR	FRONT WHEELS	FRONT TIRES	REAR WHEELS	REAR TIRES	TIRE GOOP	GEARS & GEAR RATIO TO 1	CONTROLLER	PICKUP
CHAMPION	WELDUN	CHAMPION	WELDUN	RIGGEN	HHP	RUSSKIT 4.2	RUSSKIT	COX
CHAMPION	WELDUN	ASSOC.	ASSOC.	RIGGEN	OWN	RUSSKIT 4.6	STEUBE	COBRA
MURA	WELDUN	ASSOC.	WELDUN	ASSOC.	MURA	WELDUN 4.5	COX	DYNAMIC
THORP	WELDUN	CHAMPION	WELDUN	RIGGEN	ICE	WELDUN 4.4	COX	DYNAMIC
CHAMPION	ASSOC.	ASSOC.	ASSOC.	RIGGEN	OWN	WELDUN 4.3	COX	COX
MURA	RVM	RVM	WELDUN	RIGGEN	MURA	RIGGEN 4.9	PARMA-RUSSKIT	COX
KIRKWOOD	RIGGEN	RIGGEN	U-GO	A. J.	CHAMPION	WELDUN 4.3	OWN	COX
THORP	CHAMP.	ASSOC.	ASSOC.	ASSOC.	CHAMPION	RIGGEN 4.3	COX	COX



BUILD THE IDEAL HOME SLOT TRACK

By Robert Schleicher

Last month we showed you how to build portable (and inexpensive) tables for your own custom slot track. Here's how to assemble the track. Next month we'll start putting these individual modules together, to see what kind of a wild layout we can come up with!

Why not have a giant four-lane raceway of your own? Two reasons, of course, are obvious; either you don't have the space, or you cannot afford the price of the lumber and tools. We feel we have arrived at the solution to both problems: use the quality portable track sections supplied by either Monogram or Revell to build your home or club raceway. Our local club, used to over EIGHT YEARS of racing on hand-routed, permanent, club-style race tracks, has a "portable" raceway among its series of five tracks. Careful combination of the portable raceway track sections has made the portable raceway as practical and trouble-free to race on as the much-more-difficult-to-build hand-routed tracks.

Just assembling a simple two-lane set is not enough to satisfy the needs of a serious club racer. More lanes are needed and the chance to "ride the rails" around the outside of corners must be eliminated so the cars are allowed to drift out like the real thing. All four brands of 1/32 scale home

race tracks now offer track sections to enlarge a two-lane track to four lanes, and Revell and Monogram provide "skid aprons" to eliminate the "ride the rail" disadvantage of many home sets. These three brands of track are not interchangeable with one another; however, we have an article scheduled for a later issue of MC&S that will show you how to combine any of the three into a single raceway system.

Given that the performance of the properly-set-up track is at least equal to any you could route from particle board or plywood, you face the first bugaboo—lack of space for a decent-size (say 30-to-60-or-more feet-per-lap) raceway. It takes far too long to assemble a large four lane sectional track raceway—a 35-foot-per-lap, four-lane track may have more than 130 separate pieces of track! This could hardly be called "portable". The answer to making a large sectional track portable is to reduce the number of track sections that must be taken apart each time you and your group

are through racing. How? By gluing a number of individual track pieces into modules that, in turn, can be used to make as large a variety of tracks as the separate pieces could.

By analyzing over 100 four-lane track plans, we have arrived at a series of module patterns that will make ANY track plan. Where before there were over 130 pieces of track required, now only 15 will build the same track—the 130 are glued together into 15 solid units. With modules of many track pieces, there is less wear and tear on the track joints, the track is stronger and less likely to flex, and the time to assemble and take apart a large raceway is reduced from many hours to only a few minutes! Do NOT just start slapping glue on all of your track joints, however. There are a precise few patterns of track modules that will be useful in all of the track plans you will want to build as your "set" expands.

The six modules shown in the photos are useful in the simple oval shown, a slightly more complex figure "8" we'll show next month, as well as at least 100 other four-lane designs including copies of any of the world's Grand Prix circuits: Riverside, Daytona, and other track replicas. If these track sections are elevated from the floor on the portable set track tables described in the last issue of

MC&S, you have the full equivalent of literally hundreds of hand-routed raceways at the cost of only one, and with only about two-by-four feet of floor space where the portable track sections and table are leaned against the garage wall!

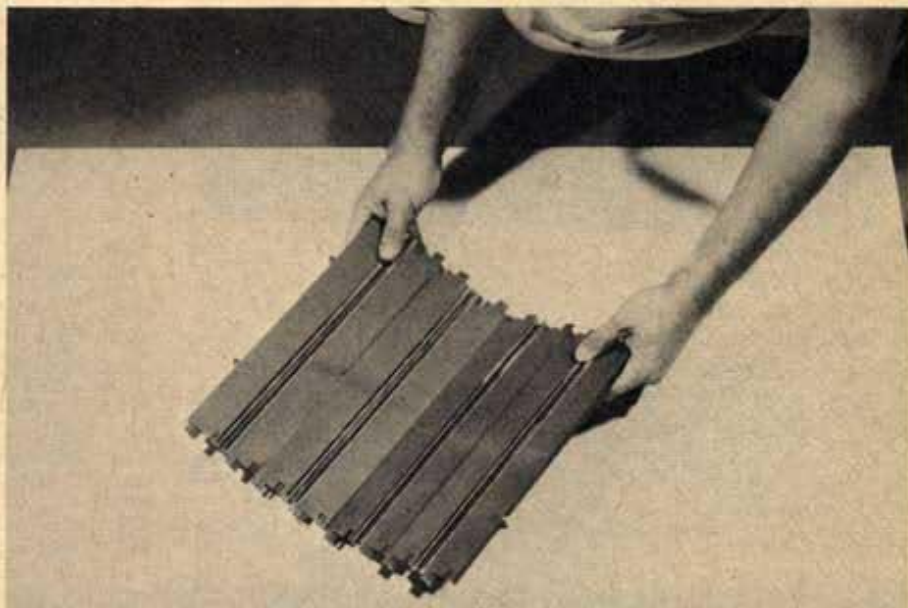
The second bugaboo of the home raceway—cost—is more easily solved by the use of sectional track than by a hand-routed track. If your present, or still planned, club attempts to finance a hand-routed track, each member must contribute hard cash to build a track that is housed in some one member's garage or basement. If the club dissolves, or a member moves, he loses both his investment and a place to race. If, on the other hand, the club members contribute their share of track sections (or pre-glued and assembled modules), each member gains several advantages. Each has at least a small test track for use between club race meetings; each contributes his share to the club track; each can take his share of the club track with him when he must move away from the area; and—the best advantage of all—each member's cash investment in the huge club raceway is minimal AND he does not lose his investment if the club decides to change track plans or if the member moves. The club benefits as a whole because a larger track is possible as no member needs to forfeit a permanent portion of his home for the use of the club. The location of the portable track can even move from one member's home to another, portable tables and all, for every race—no more chance of missing a race meeting because the track owner is sick or away.

The portable four-lane club track has advantages of its own in that an infinite variety of courses can be built; in fact, the course can change at each and every race meeting to overcome any advantage a few members may have in having "learned" the course so well they are unbeatable—everyone has a "new" course to learn. The supposed disadvantages of the set tracks in having a limited number of turns are overcome by any track plan having a four-lane figure "8" configuration with at least one "ess" bend. On this type of plan each lane has FOUR different radius curves. Add a banked corner, and each lane has six different radius turns. Chicanes and crossings are also available.

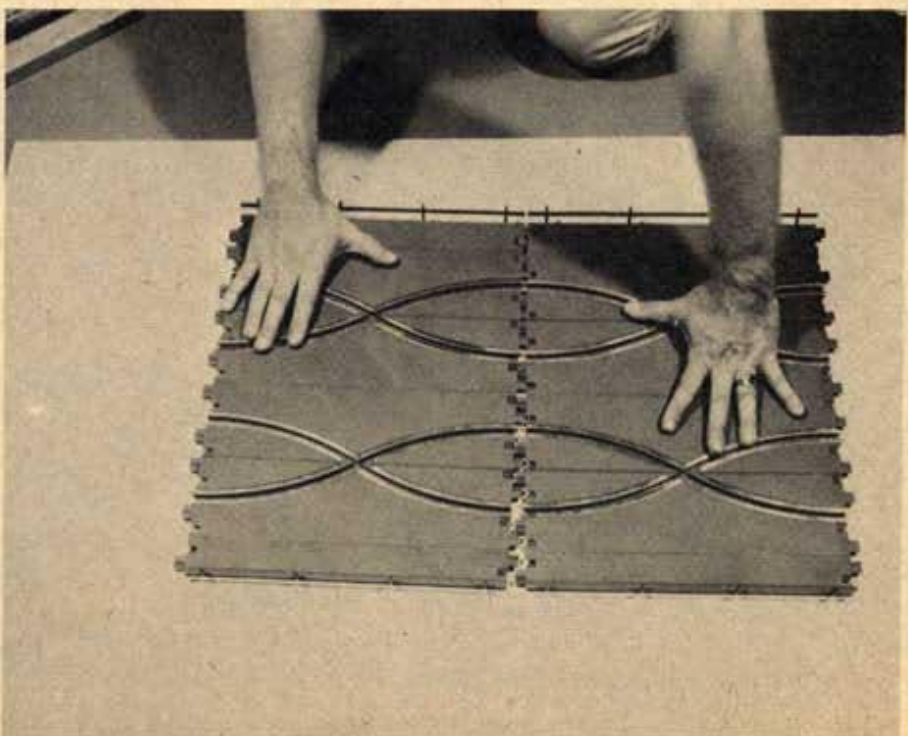
This month we show you how to

assemble some of the basic modules, the best "starter" modules for four-lane racing, and how to ease assembly of the modular track sections. Next month we'll add some other modules for figure "8" or larger tracks, show you how to use banked turns with four-lane tracks, and assemble some power booster cables to overcome the only remaining disadvantage of club "set" tracks.

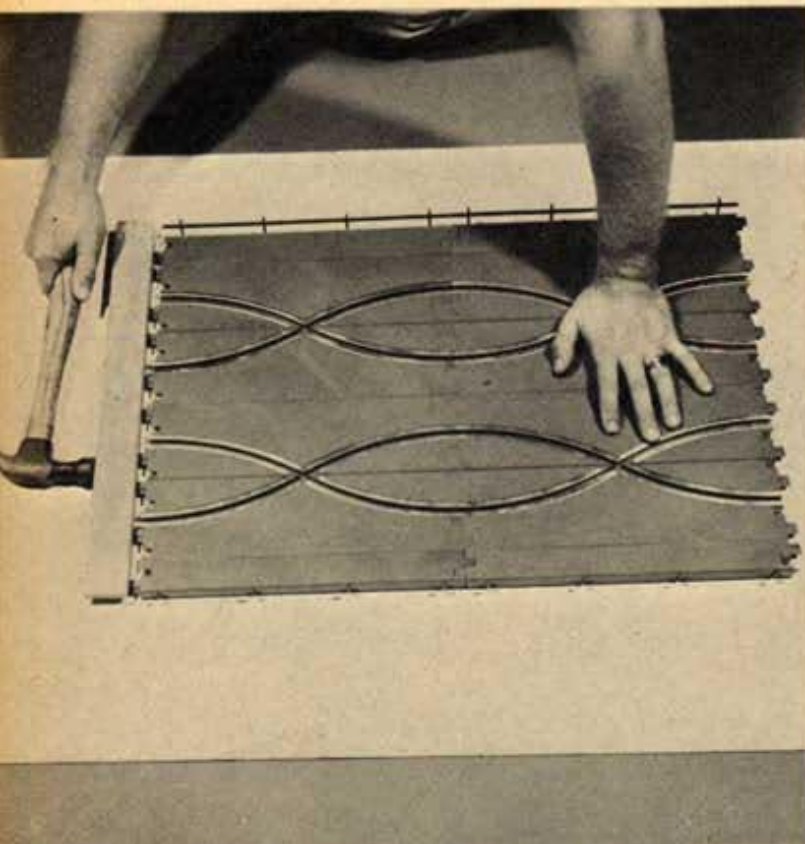
Copies of last month's (August) Model Car Science are still available. Send 50c to: Back Order dept., Model Car Science Magazine, 131 Barrington Place, Los Angeles, California 90049. This issue gives complete instructions on how to build the portable tables.



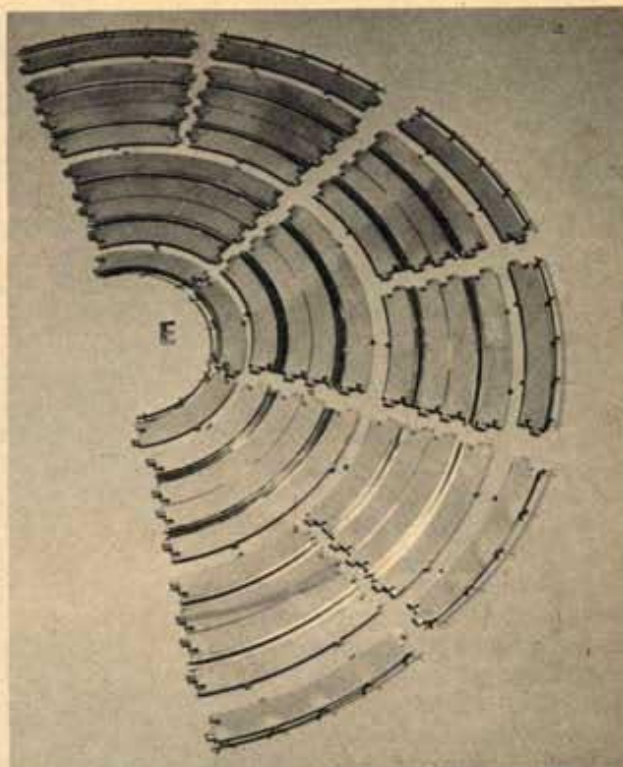
Assembly of the really big four-lane set tracks is far easier if a straight piece of scrap lumber, and a hammer are used to help. Revell and Monogram four-lane tracks use the same type of "fold-together" side locking. Start as shown, then press flat.



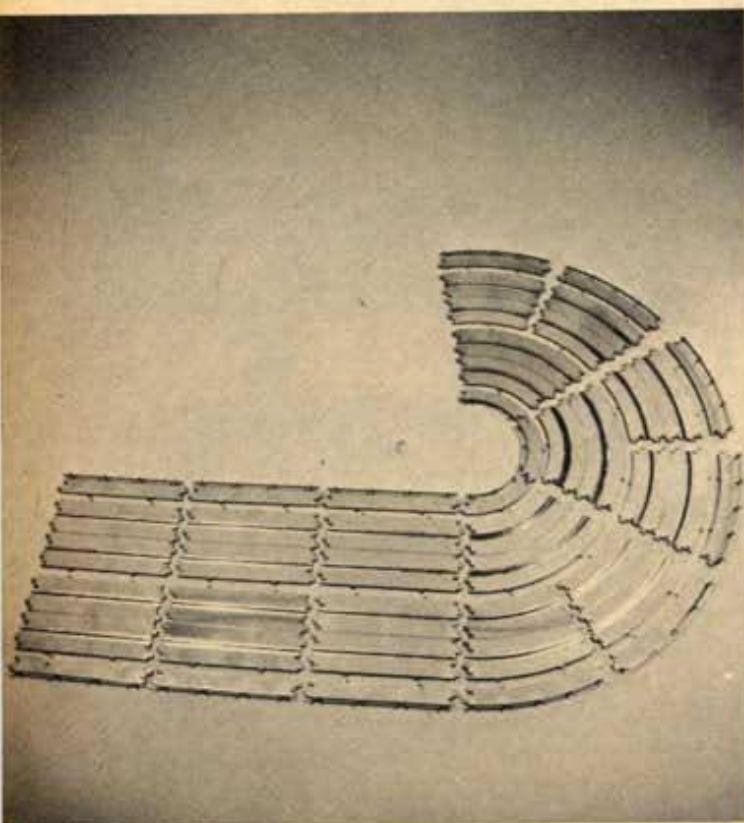
ALWAYS assemble track on a flat, smooth surface. Start interlock at one edge, hold it tight, and pivot joint together.



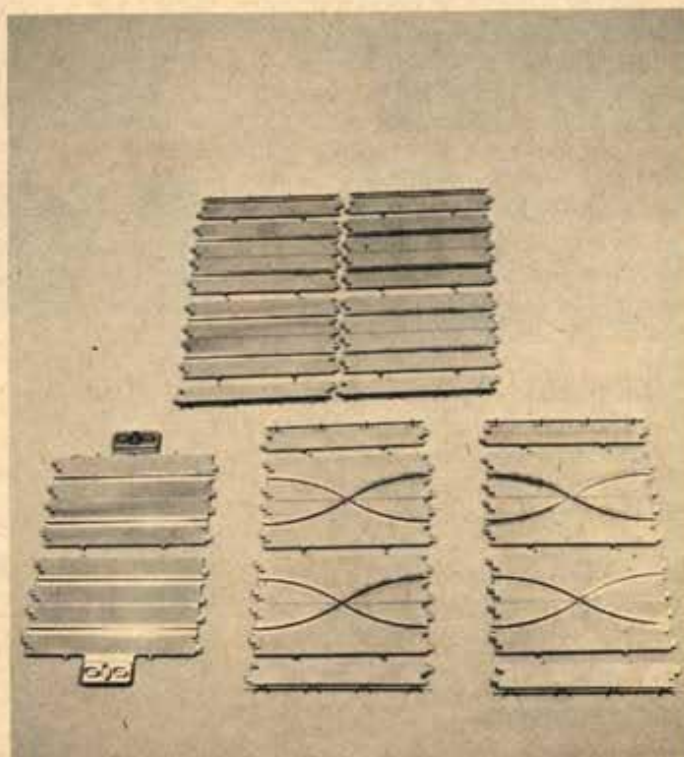
Place scrap of lumber snug against end of track and tap with hammer to assure really tight fit of sections.



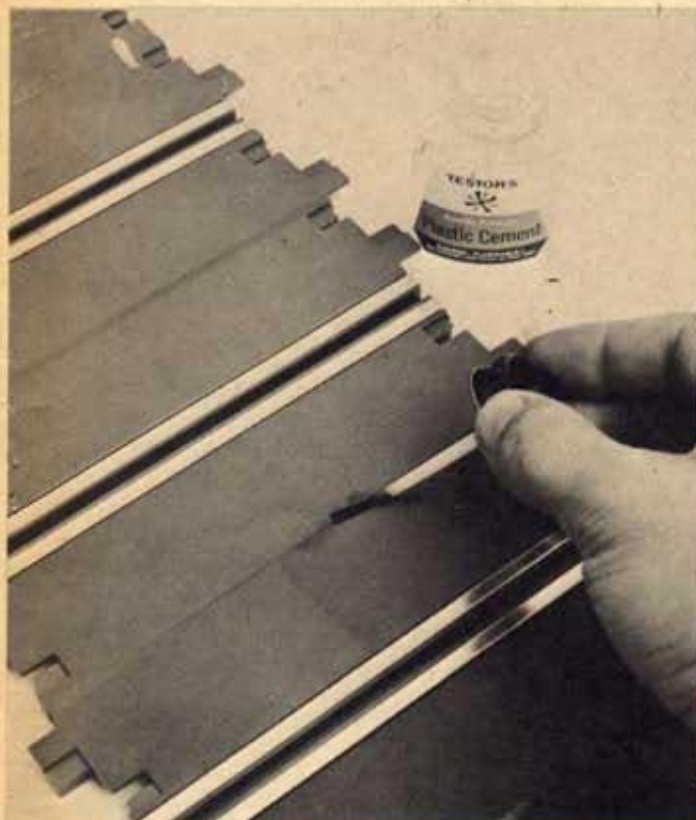
Basic 180° curve with skid aprons contains 18 pieces. These photos all show Revell track only, but Monogram has same types of pieces and skid aprons. Strombecker has same track pieces, but offers no skid aprons. Eldon's 1/24 scale track series has skid aprons, but is only available in sections to make two-lane raceways.



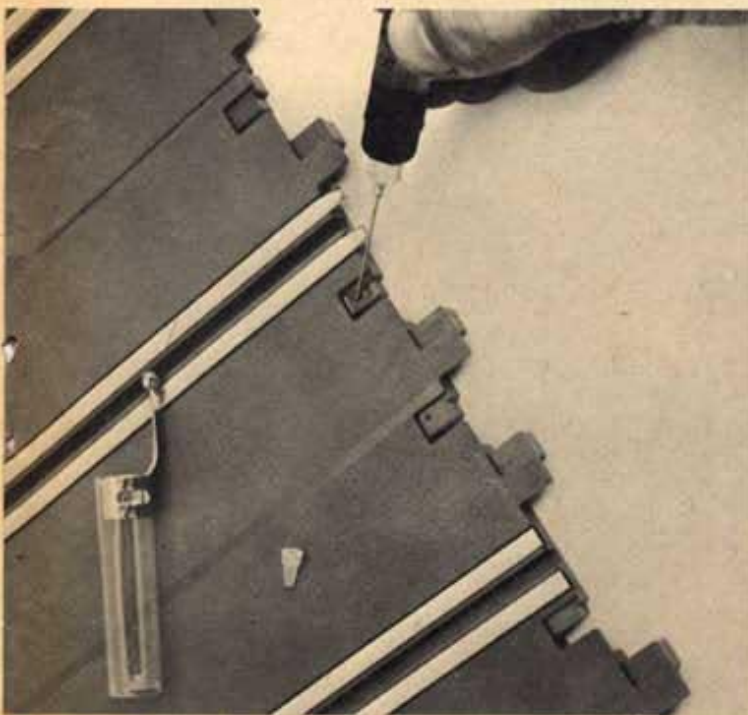
Two 180° curve modules are useful. The one with ONLY curved track we'll call "Module 'E'." Make the second 180° module with the same 18-piece curve, but add six sections of straight track with skid aprons to the right entrance of the curve, exactly as shown. We'll designate this module as letter 'C'.



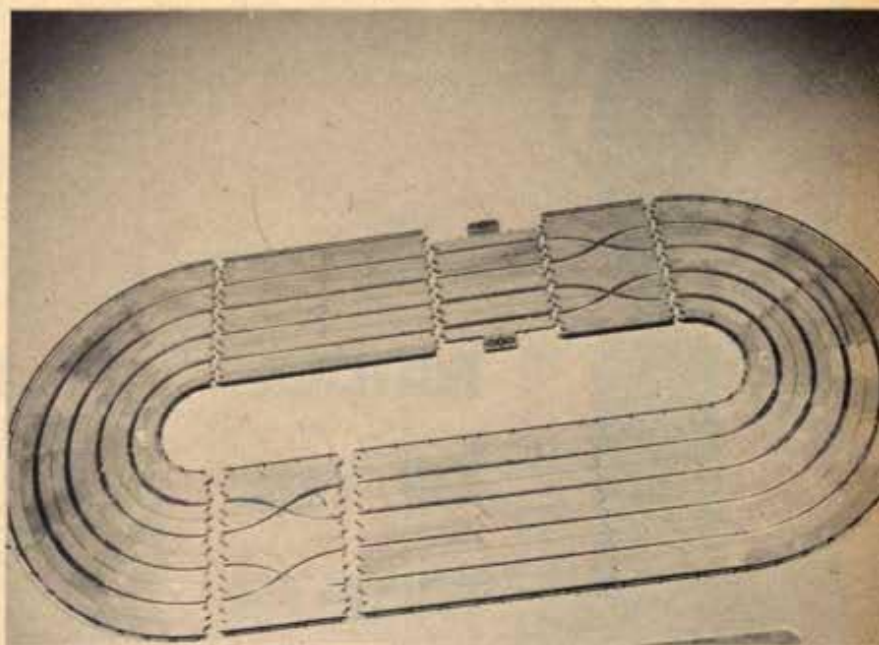
Do not make extremely long modules of straight track. Later, you may want to add terminal tracks, chicanes or crossings to even the longest straight. For our basic oval raceway, a four-piece straight module, two, two-piece crossing modules, and a terminal track module will be enough. Aprons should be added to the outer sides of the terminal module as they have to the other three straight track modules. Use Revell No. R3603 aprons with their terminal sections, and Monogram No. RS3067 aprons with their terminal sections.



After each module is complete with its skid aprons, and hammered tight, it can be glued permanently together by simply flowing some of Testor's liquid plastic cement along each joint. Be sure track is resting on a flat surface, with a piece of wax paper under each joint. Allow to dry at least 48 hours before moving track.



Assembly and take-apart of the now-modular track sections will be easier if the joints between different modules are lubricated very lightly. Most oils will soften the plastic. LaBelle No. 108 oil is specially formulated not to harm plastic. Most model railroad shops carry it. We know of no other oil that will not damage the track, so don't substitute here.



The six modules we have shown (the four straight modules as well as 'C' and 'E' curves) can be assembled into the basic oval in the order shown. Terminal track section still lacks its skid aprons in this shot. Controllers and power supply, by Revell or Monogram, simply plug into terminal section.



The basic four-lane oval in action on one of the portable tables described in last month's MC&S. Oval with crossings makes exciting and authentic course for these IMC-bodied 1/32 scale NASCAR "stockers."



MODEL OF THE MONTH

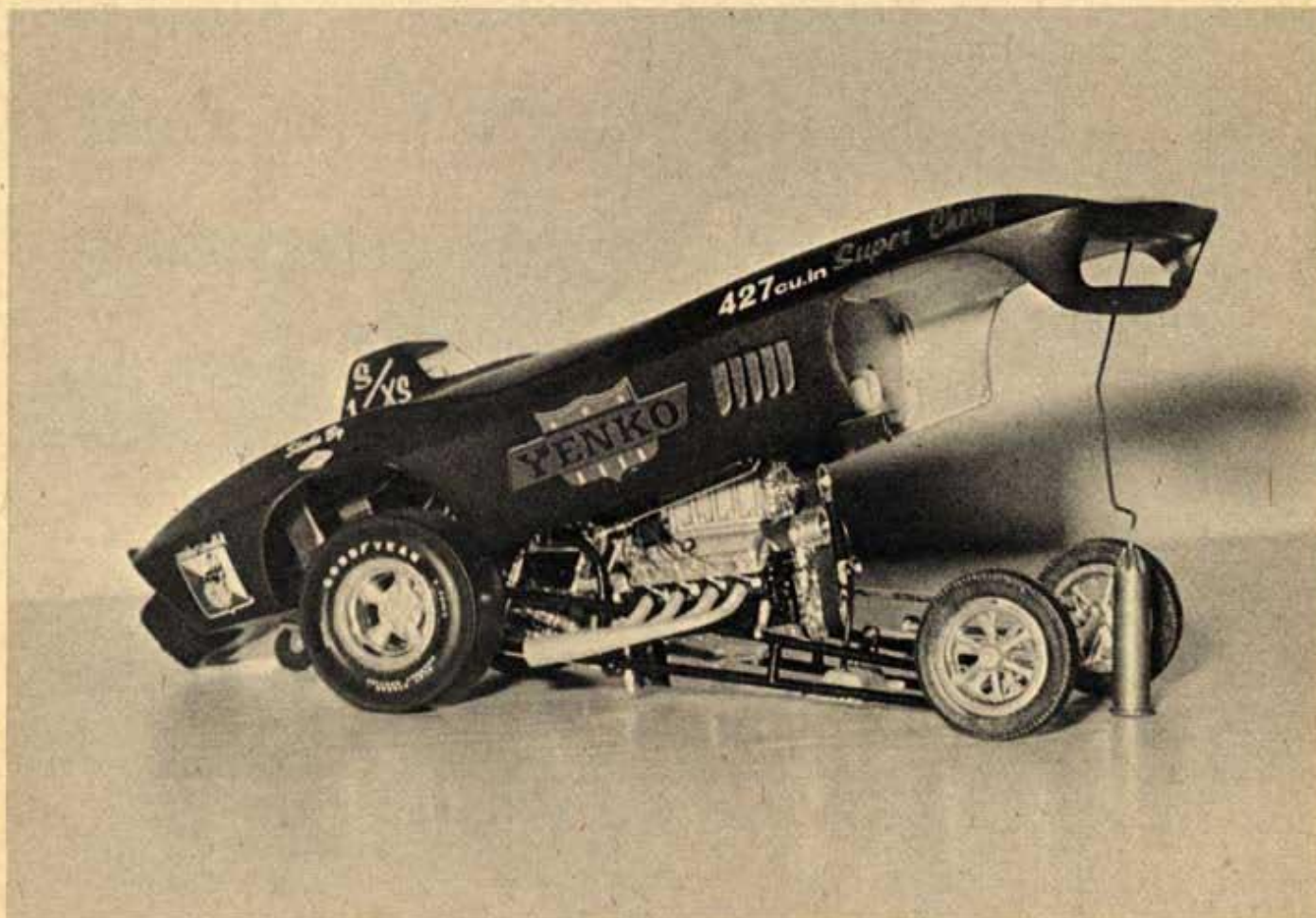
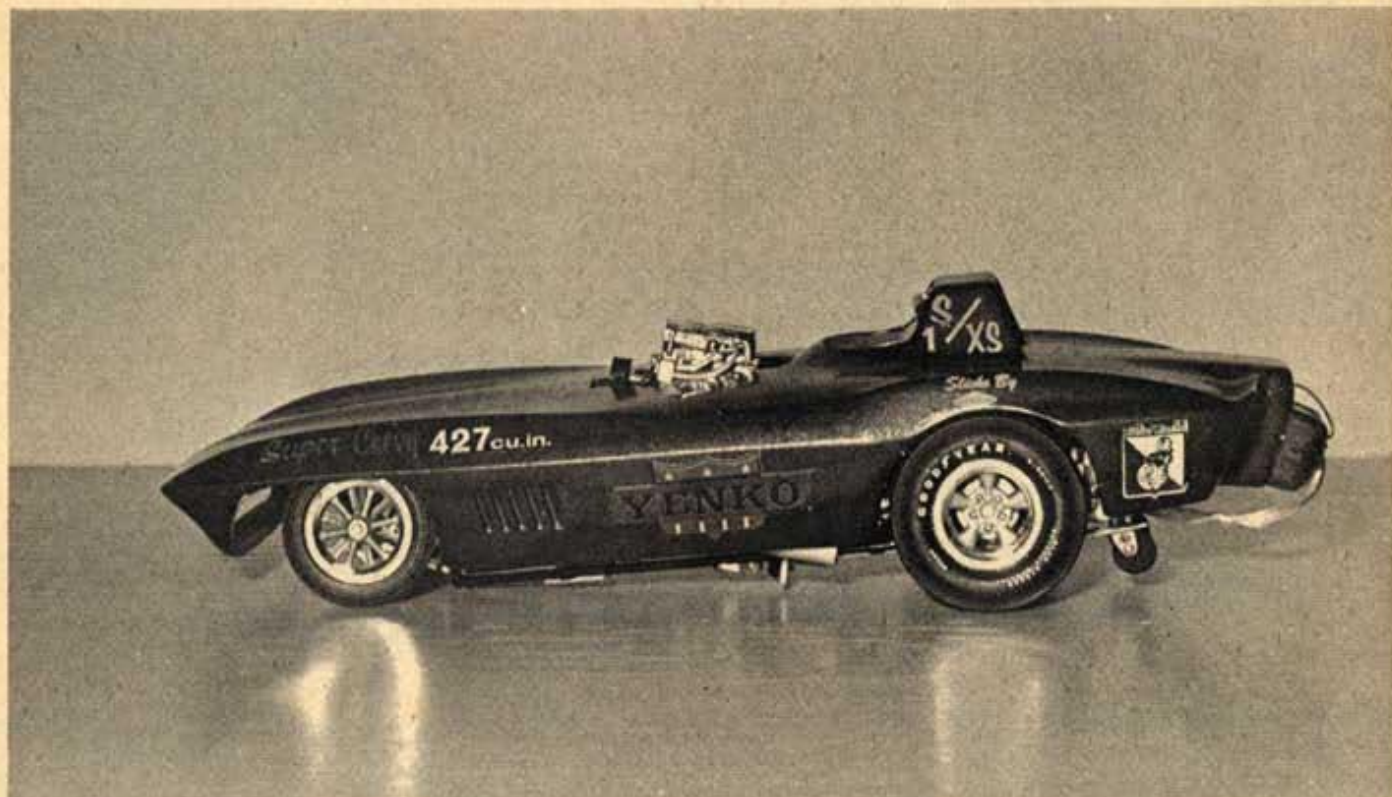
HOW TO ENTER OUR CONTEST

You can enter any kind of a model you like (train, plane, boat, car, etc.) so let your imagination run wild! Just send one or two sharp black and white (no color please, we can't use it) photographs of the model, and a brief description of what you have done to it. Remember, other readers are interested in what you have done to your model, so be specific when mentioning the parts that you used. Send to: Editor, MCS, 171 Barrington Place, West Los Angeles, California 90049. Sorry, we can't return photos.



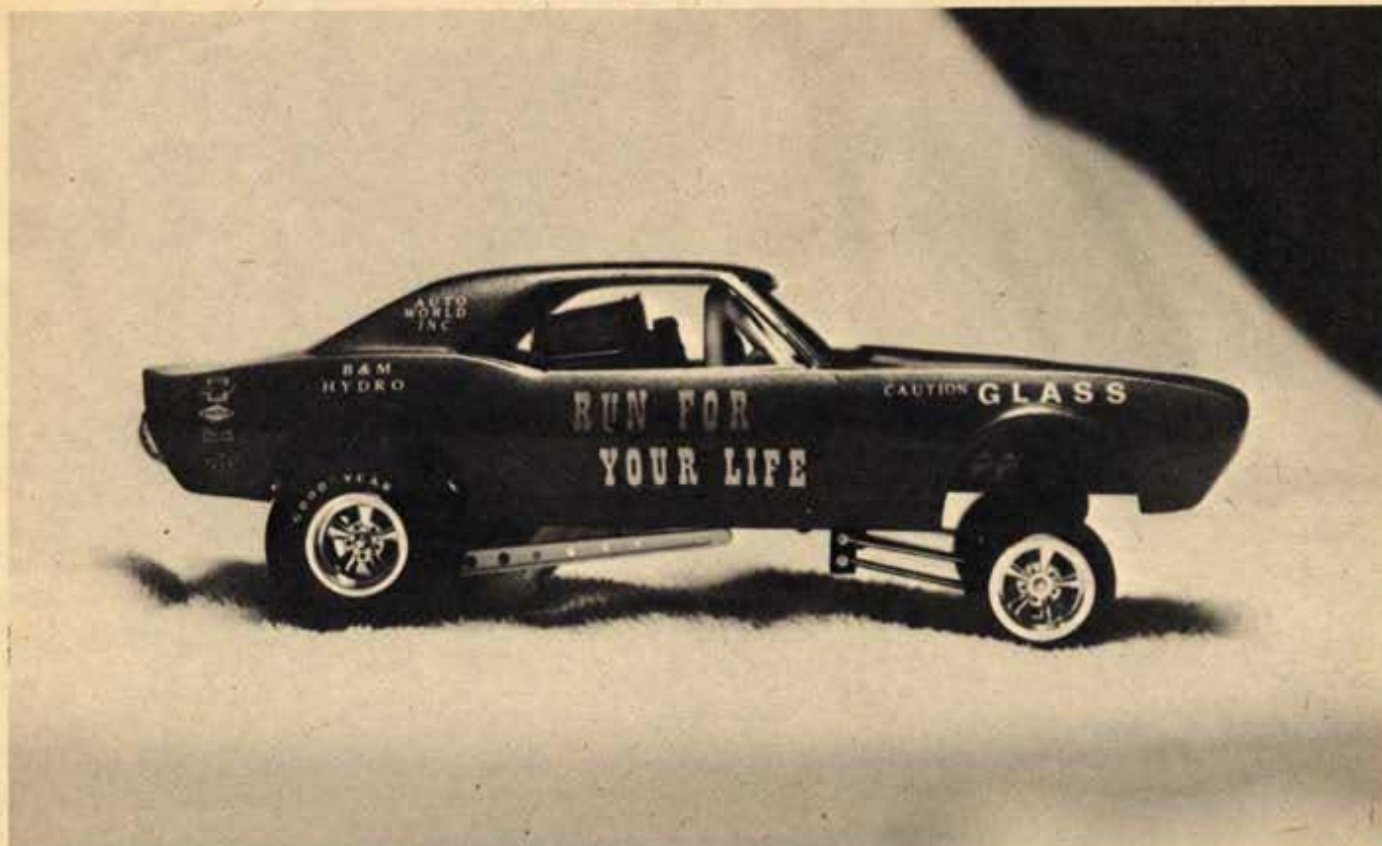
Down the strip to fire up is "Lemon Twist," this month's winner. Joe Chiusano, 1189 E. 15th Street, Brooklyn, N.Y., gives us a real (A) gasser created from the AMT '40 Willys kit. It has a 427 Pontiac engine completely wired, including

spark plugs and fuel lines. The paint job is six coats of AMT lemon-lime and the interior dash and seats are flaked with yellow "Funny fur." A \$25.00 Bond to Joe because this car is a *Gas of a Gasser*.



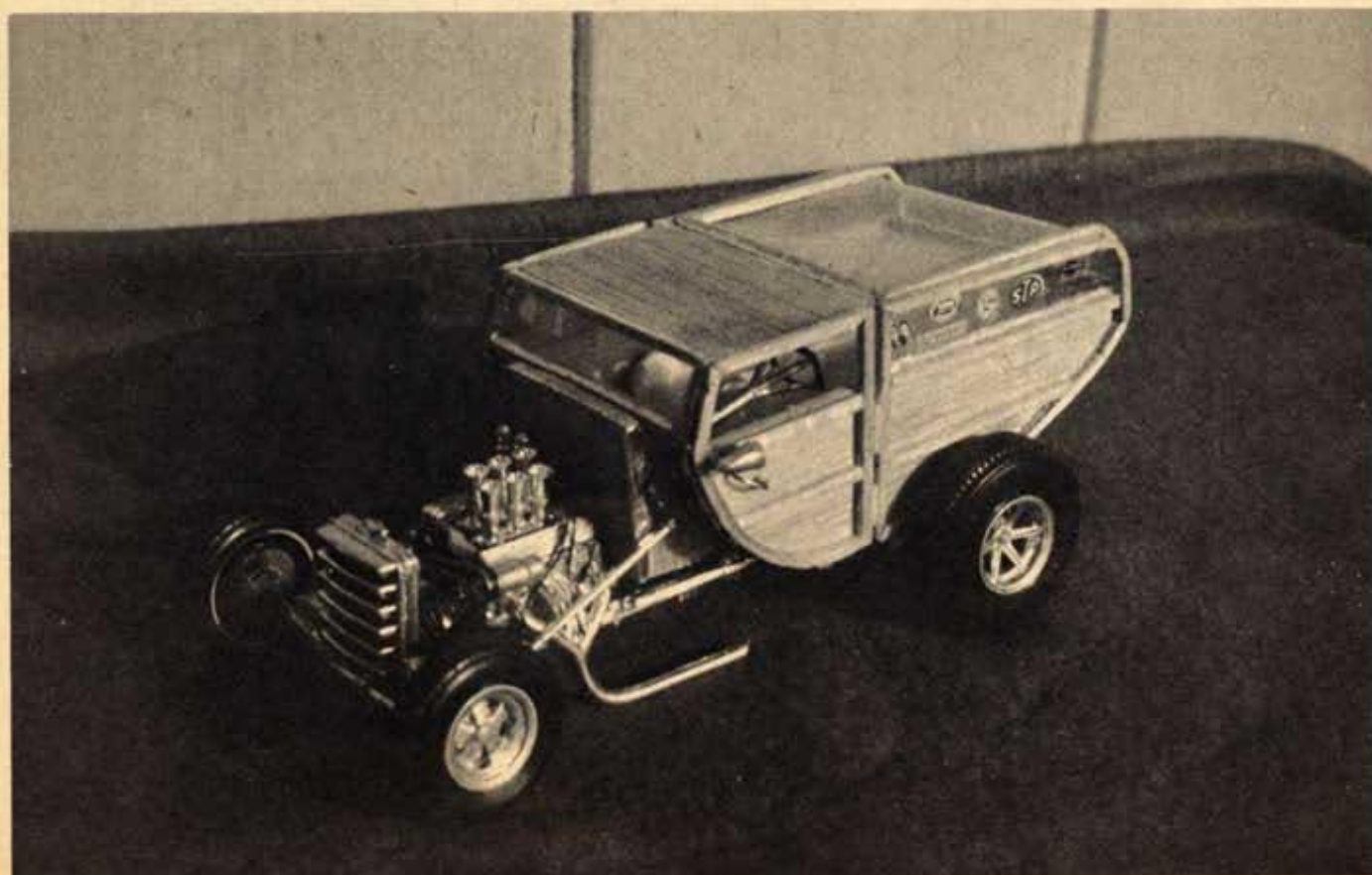
A supercharged Corvette next up, and a real swinger. Phillip Schon, 2355 Haldis Way, Sacramento, Calif., built this AMT kit into a real strip racer, with diamond flake purple for color, and roll bar, rear spoiler and parachute housing

that were made from sheet plastic and putty from AMT. The blown Chevy is fully wired, and the car features a flip-top body. Great job, Phil.



Run for your life! A blown Chrysler 1965 Camaro Funny from Steven Druc, 400 E. 5th Plymouth Road, Plymouth, Mich., is coming. This strip teaser is, in Steve's words, "a combination of many models." Four different candy colors give this car a rainbow effect. Lettering is from Auto World. *Out of sight, Steve.*

The "Matchbox," by Ted Ferfecki, 1242 Carlton Terrace, Union, N.J., is a "surfer special" with a handmade balsa wood body, and doors and a top that are fully hinged. The Chevy engine is from AMT. *Good show, Ted*

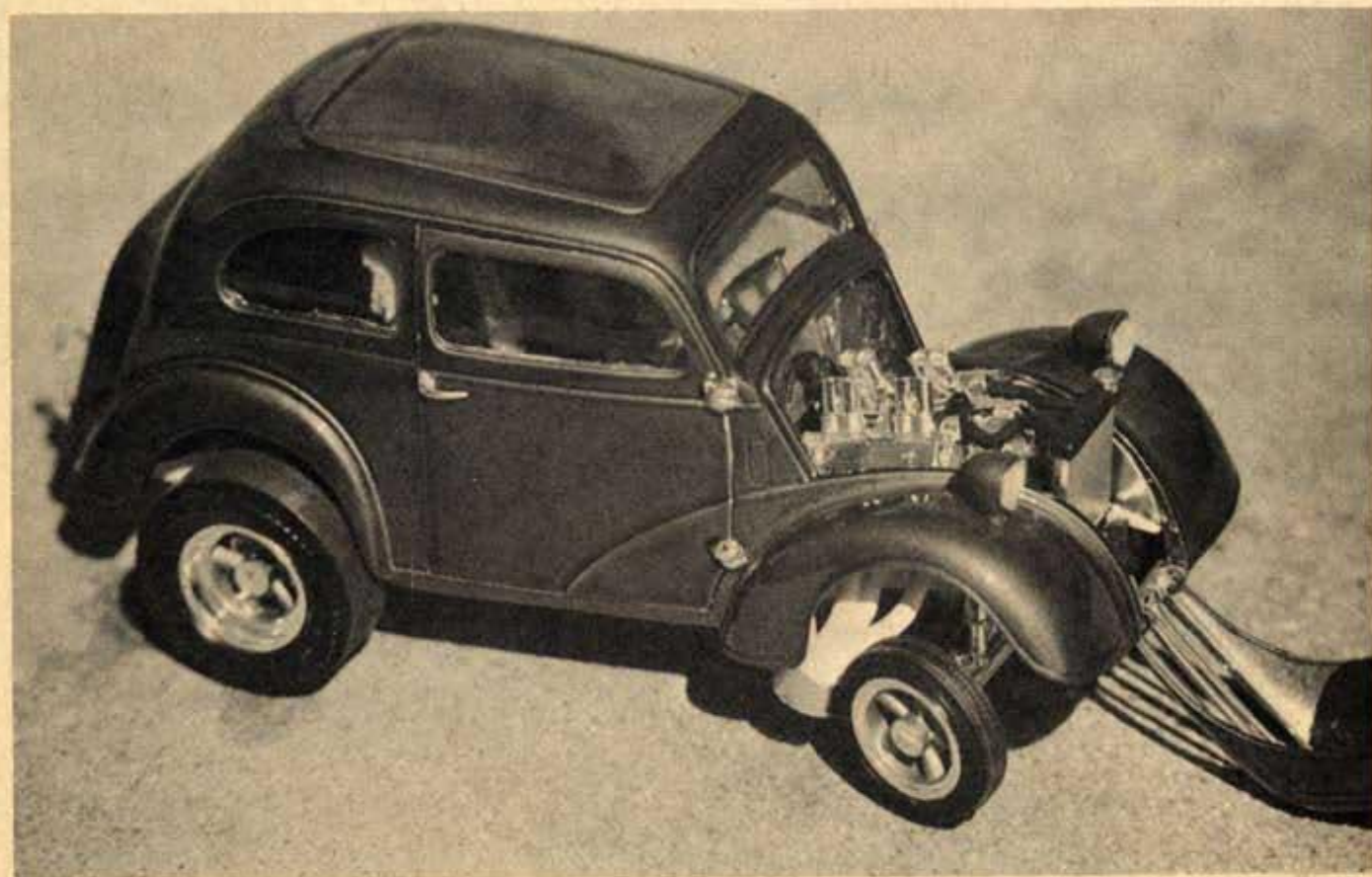
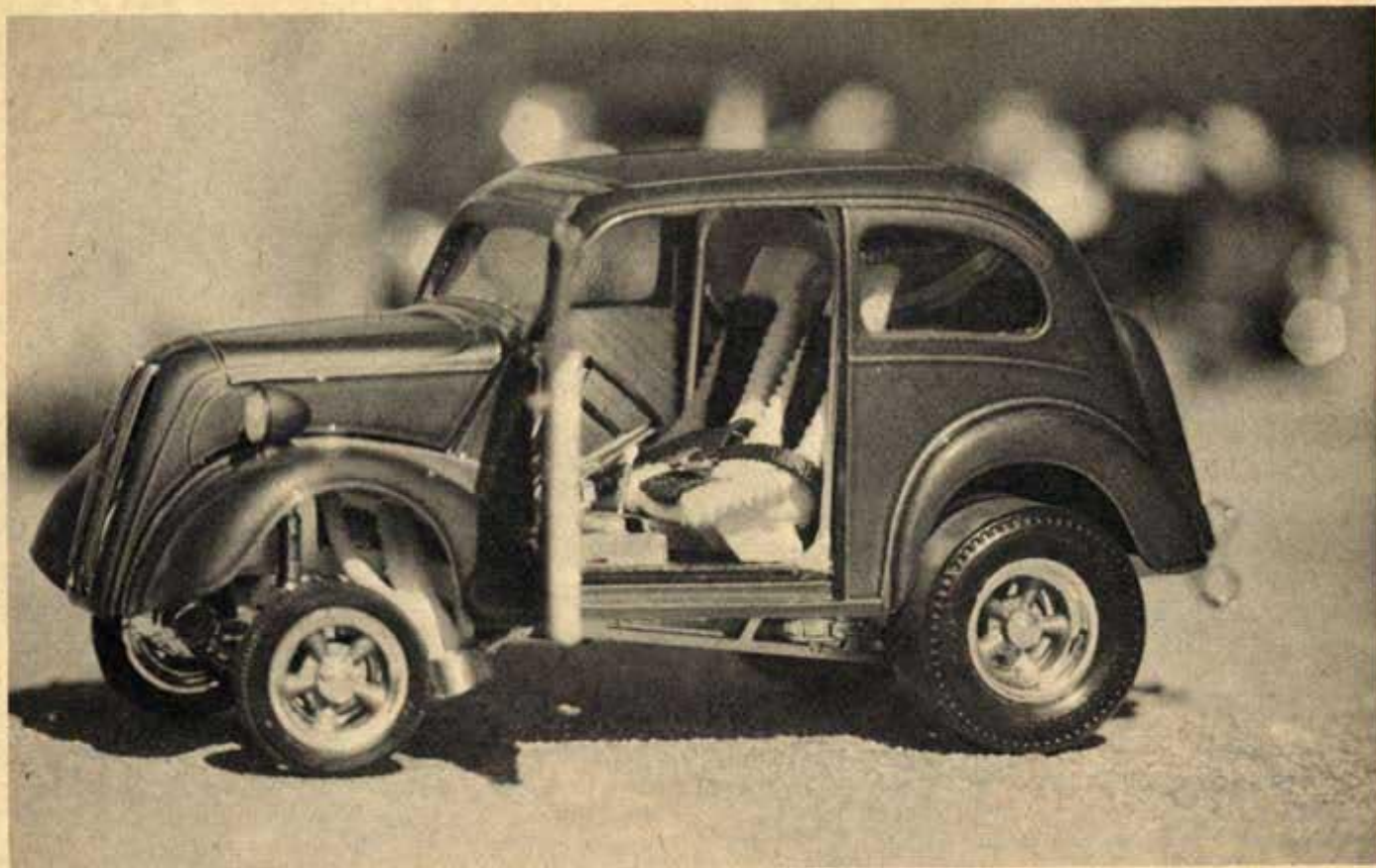




Realistic is the word for Walter Cerillo's workshop and race car combination. Walt lives at 164-02 104th Street, Hamilton Beach, Queens, N. Y. The car in the foreground is a 1940 Willys Coupe built from a combination of kits from AMT and Revell. The color is metalflake burgundy with white pinstriping; the engine is a Chrysler, supercharged and fully wired. *Up tight, Walter!*

The "Beachcomber" was built by Ken Rappaport, 20 Daisy Lane, Commack, N. Y. It is a '68 Dodge Coronet with fully wired engine, Ruby red paint and a pair of drag 'chutes for stopping. Wheely bars keep it from going straight up at blast off. *Keep them coming, Ken.*





Another beauty from Bill Curtis, the San Francisco service man. This time a Revell kit Ford Anglia. It has a completely wired engine with fuel lines, and the interior is real black naugahide as are the seat belts. The paint is sapphire blue and the wheels are painted magnesium. *Beautiful work, Bill.*

NAMRA WORLD

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NAMRA (North American Miniature Racing Assoc.)

P.O. Box 578

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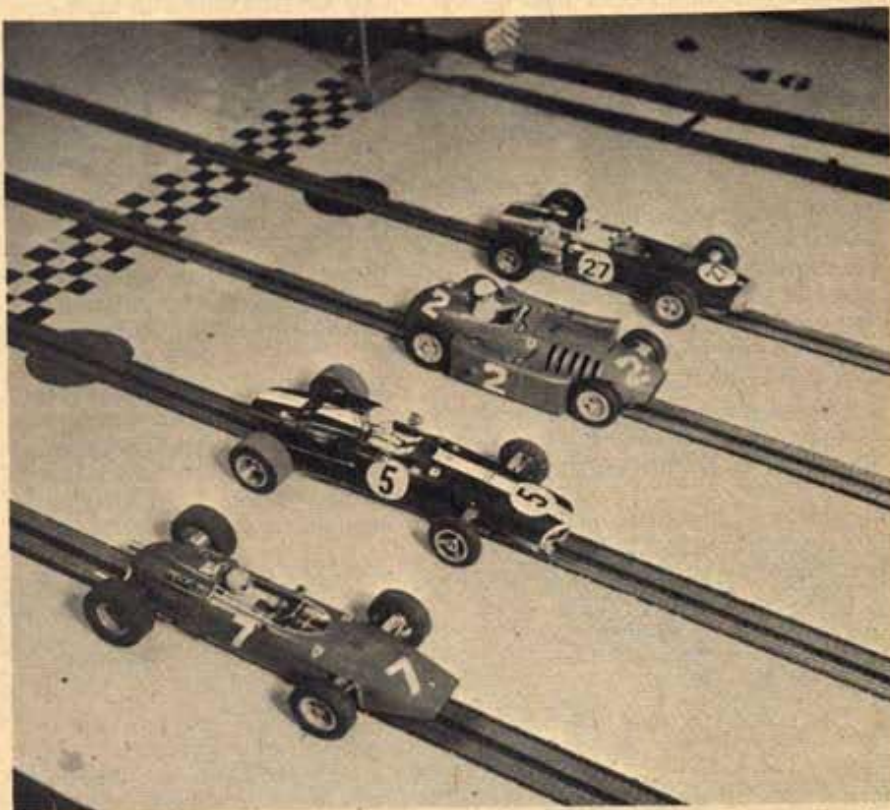
April 28 was the date reserved for the NAMRA Northeast Regional Championship. The event sponsored by *Model Car & Science* and NAMRA was for 1/32 GP machinery. The drivers paid a return visit to the beautiful LIMERA track in New York, recently the scene for the NAMRA 500 Invitational.

This meet brought out the three top point drivers: Charles Cressi, Fred Correnti and Roy Wong.

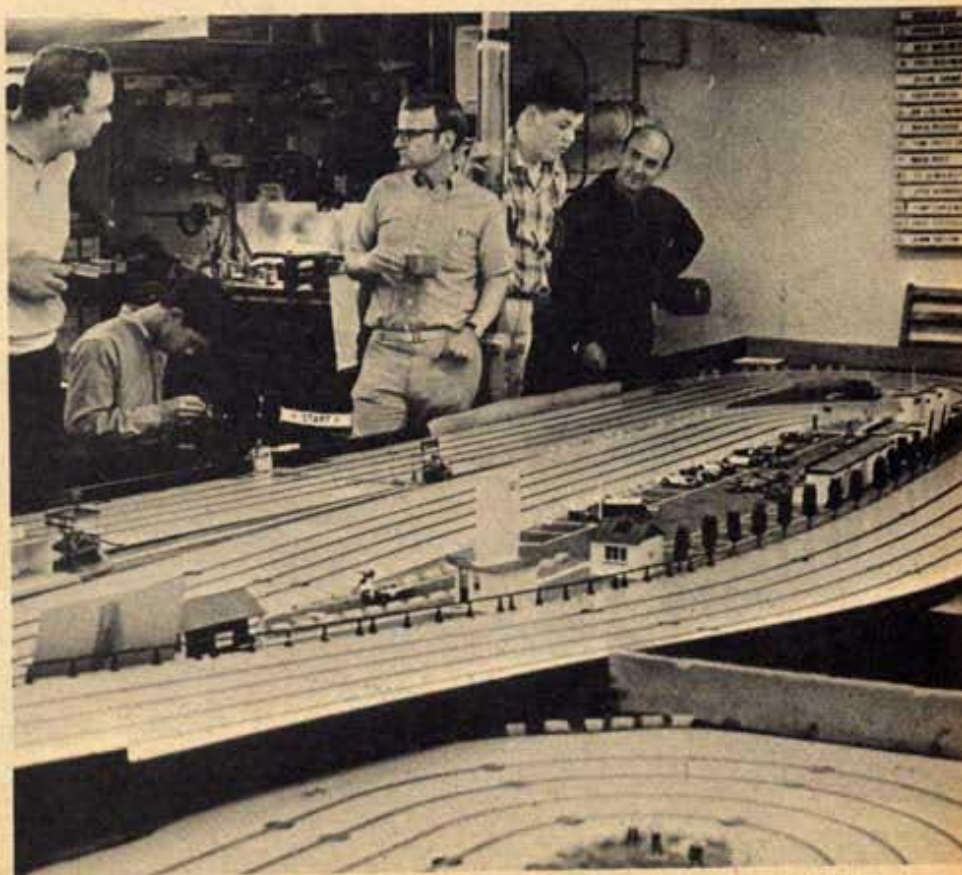
Taking a good hard look at the equipment lined up in the pit area prior to the start once again brought home the fact that 1/32 GP cars are the most difficult to build. As always, the majority of cars were new, built just for this event, but we did recognize some old-timers that were in seeking yet another Concours trophy and were perhaps an out for attempting to build a new and competitive car in this, the enthusiast's scale.

Those who continued to go the new car per race did put out some of the most potent 1/32 GP equipment seen in this neighborhood. Cressi's Honda showed signs of being out for blood and sported a new design in the chassis department and sped out to Honda South African specs. The Wagner Cooper looked almost as hard to beat but seemed later to suffer from too hard a rubber compound. Both these cars were mounted on sliding pan chassis and were running pin guides. Both shells were hand carved balsa covered with nylon, and it seems that the loose pan-loose body so far is the best solution to the ever present chatter problem. The pin guide was used only because the battle of trying to get a shoe in a 1/32 GP car now seems to be a losing one.

The Roy Wong Lotus-BRM was using a conventional Wong rod chassis and that means unconventional. Of course Roy was going like blazes except in



Concours lineup, with winner third from left. Lancia/Ferrari by Rodriguez, now retired.



Pre-race arrivals looking over the scene of battle.

the turns where he seemed to be having a bit of trouble.

Fred Harsh showed with his show/go balsa Eagle/Climax with rod chassis. This car has been around for some time now and continues to shake up the troops with its Concours looks and race winning speed. No one really knows, Fred included, just how many laps this wonder has run without even a brush change, but it must be in the thousands.

Prior to the actual running of the event it was decided that as this was a Regional Championship, only a main and semi would be run. Running a consie would prove nothing as all the high point drivers were in the top eight at the end of qualifying. In qualifying, Cressi's Honda showed everyone the way around and qualified first by a good healthy margin.

Wagner, Harsh and Wong qualified in that order behind him to fill out the main event.

Qualifying for the semie were Jose Rodriguez, Fred Correnti, Dom Peluso and Pete McCarthy. These four semi-qualifiers got off to a wild start in this 120 lap chase and stayed closer than "kissin cousins" for 10 laps. Then, a pile-up at the end of the sweeper let Correnti into the lead and at the end of the first 30 laps he had a one-lap lead over Rodriguez. Third was McCarthy with Peluso fourth. From this point on, Correnti just stayed out in front with the rest of the pack chasing him.

It must be noted though that in the several attempts Correnti made in trying to lap the field, his car that seemed to be more dragster than GP, just could not get through the turns as quickly as he thought possible. So the final order of finish was: Correnti, Rodriguez, Peluso and McCarthy.

The main was next, and it would decide the Regional Championship. Cressi could win it all if he won the race. Wong finished fourth. A movie script would have this one a nose-to-tail bash between Cressi and Wong with the winner in doubt right up to the end. However, it didn't happen quite that way.

At the end of lap one, Cressi and Wong were fighting for last place. Fred Harsh showed he wanted to win this one and was out in front, followed by Wagner who was still mumbling about too hard rubber. Alas,

the heady wine of victory lasted for only 10 laps for Harsh. On lap 11 Cressi delivered what he later called a "Karate" chop in the sweep, (wheel in other circles). Passing on the inside, Cressi delivered a perfect nerf and sent the Harsh Eagle into the wall which caused various pieces of the Eagle's chassis to drop noisily to the track. From this point on, Cressi was in, and Harsh, was out. And so, Ol' Charlie continued to go like the hammers and went on for his first NAMRA win (after how many years?).

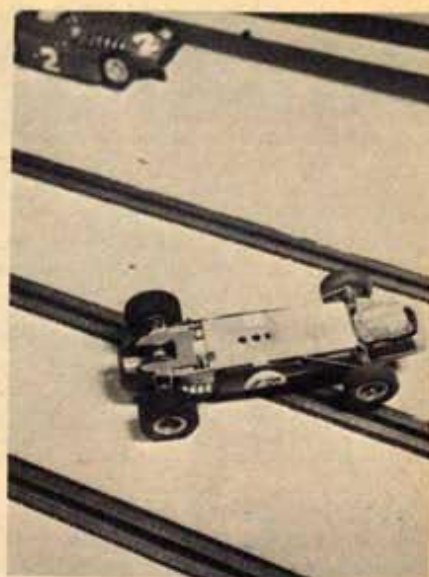
Wagner driving a car not quite to his liking was second followed by Harsh followed by Roy Wong.

The popular opinion after the race was that the Wong car was perhaps too much in the hp department which could be the result of the jet set racing he's been doing lately on the big monster commercial tracks.

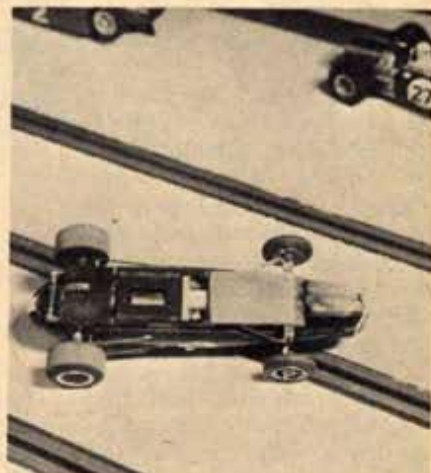
Northeast Regional Champion is a fitting title for the best middle-aged driver in slot car racing. BRAVO, Charlie Cressi! You earned it.

Final results NAMRA Northeast Regional Championship

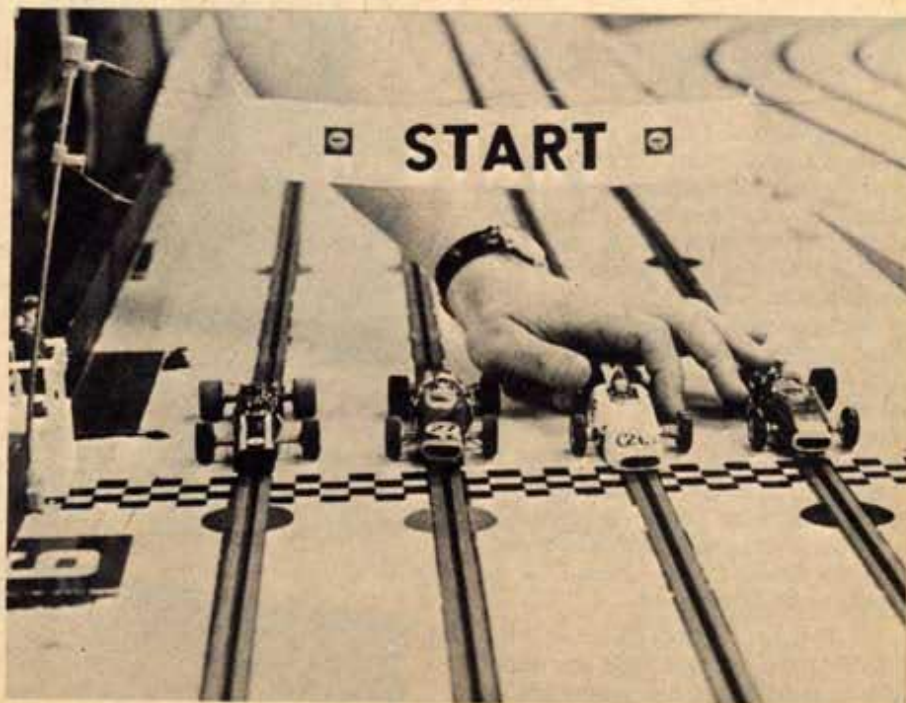
Semi	1. Fred Correnti	Honda
	2. Jose Rodriguez	BRM
	3. Dom Peluso	BRM
	4. Pete McCarthy	Cooper-Maserati
Main	1. Charles Cressi	Honda
	2. Ned Wagner	Cooper
	3. Fred Harsh	Eagle/Climax
	4. Roy Wong	Honda
Concours	Jose Rodriguez	Lanci/Ferrari



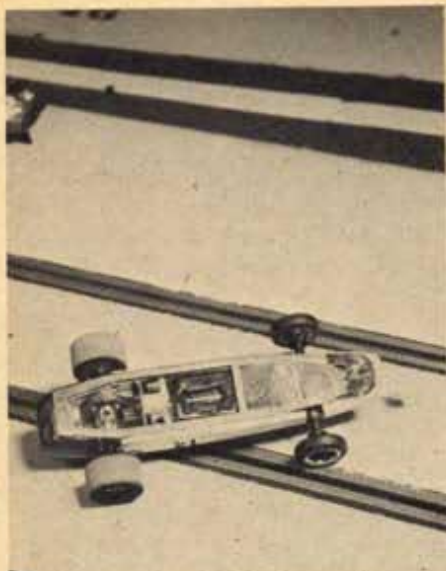
The Rodriguez BRM all sealed up from view.



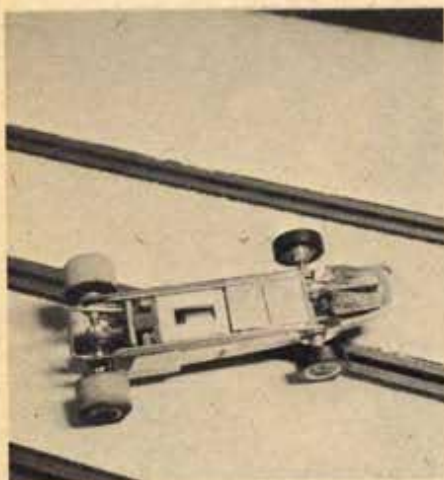
The Harsh Eagle prior to losing half its chassis.



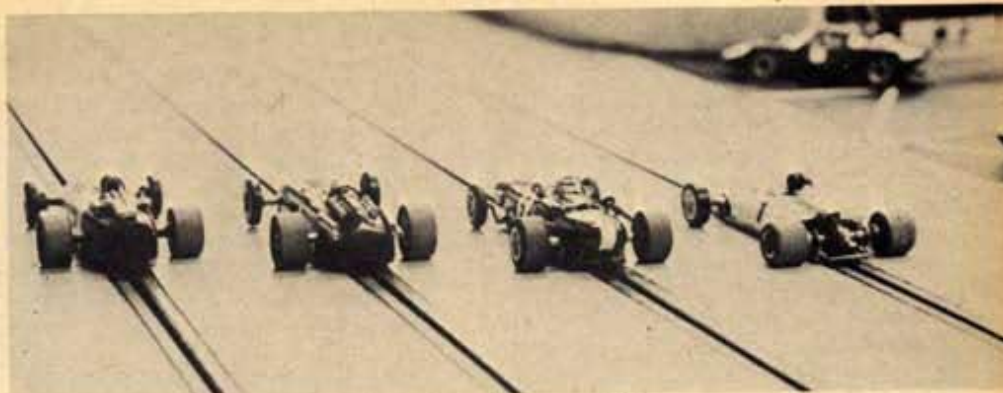
Semi lineup, (l-r) McCarthy/Cooper/Maserati, Rodriguez/BRM, Correnti/Honda and Peluso/BRM.



The winner. Cressi's Honda showing one layer of its two piece sliding pan.



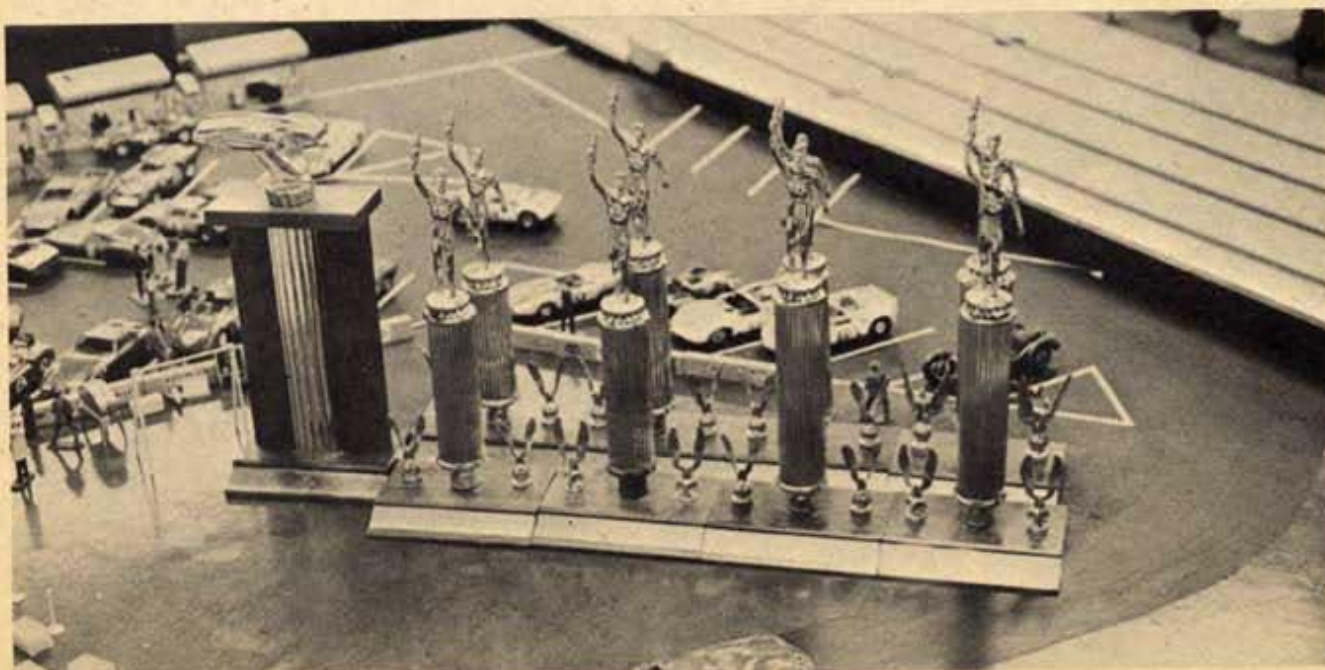
The Wong rod frame Lotus/BRM showing it can be done.



The view seen from the rest of the field of the four top qualifiers. (L-r) Cressi/Honda, Wagner/Cooper, Harsh/Eagle and the Wong/Lotus-BRM minus some tail feathers lost in practice.



Finalists Roy Wong, Fred Harsh, Charles Cressi and Ned Wagner.



Some of the hardware up for grabs (courtesy Model Car & Science.)

Sedan racing holds a peculiar fascination for both full size race fans and model car racers. Somehow, the cars we are used to seeing on the street seem far more like cars than the exotic sports racers: the MkVI McLaren, or the GP and Indy cars. As model racers, the sedans offer a complete change of action as compared to the other types of racing cars, simply because the sedans are so darn big—in most cases the sedans handle far better than sports cars and the sedans long tails add an element of strategy to the race. It is far easier to nerf with a long-tailed sedan, so passing must be confined to corners where your car is on the inside of the car you are attempting to pass.

IMC is offering its series of 1965 year model sedans as \$1.00 display model kits in 1/32 scale. A Ford, Chevrolet, Plymouth and a Pontiac are included in the series. Each kit has plastic wheels, tires, driver and roll-cage. The bodies still have the mounting posts molded in, so conversion from a shelf model to a slot racing car is as simple as it could be.

We chose the Buzco "Flexi-Frame" chassis for this home/club car to see just how well this "springy" chassis handled with one of the torque-strong 26D Mabuchi motors. The body mounting brackets were formed from piano wire slightly smaller than that used in the Buzco chassis to add the

vibration-cancelling effect of the wire's natural spring to that of the chassis. Yes, it works. The car glides around the track in a manner unlike most of the other stockers with their rattling-hard plastic bodies—the rattle is still there, but the combination of the "Flexi-Frame" and the springy body mounts seems to cancel out the vibrations that cause hop in other types of chassis.

The only thing you'll need to add to the chassis we show is a form of "pan," or flat brass, or lead weight, to reduce the tendency for the car to tip in the corners. A pair of 1/16" x 3/8" brass strips running down the chassis beside the motor seem to do the job.

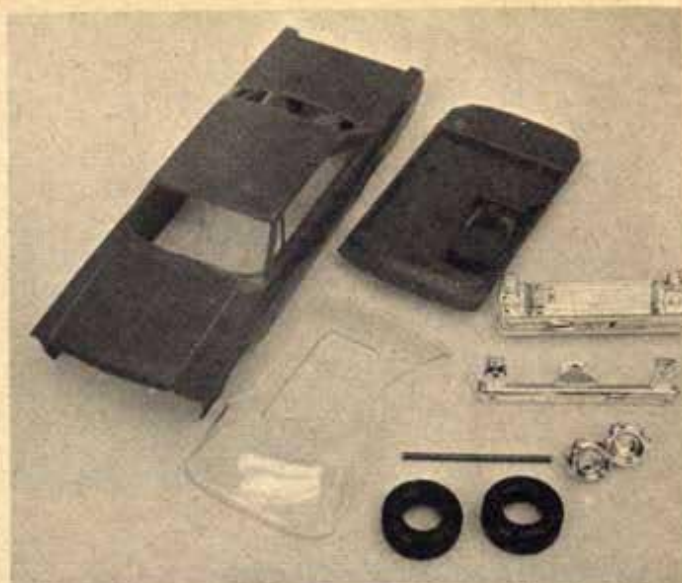
1/32 Grand National Stocker

Build a winner for your home track!

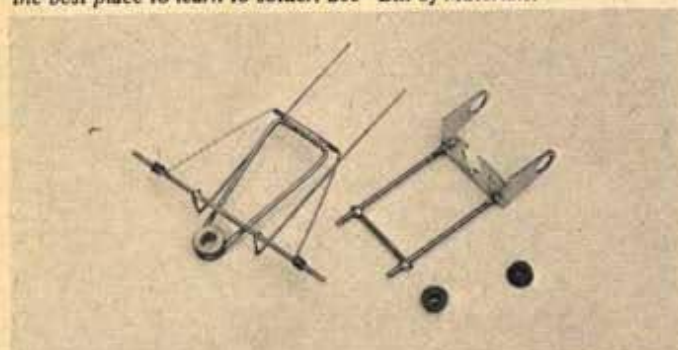




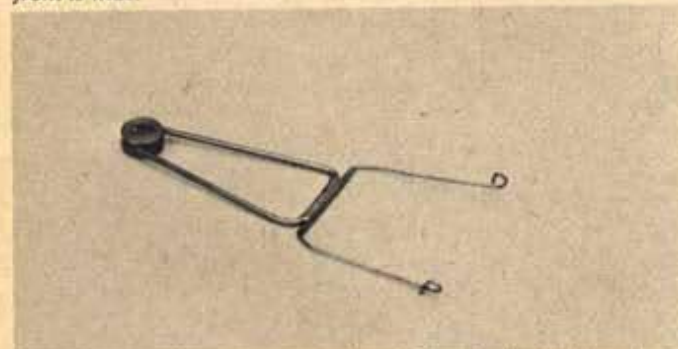
1/32 scale Grand National stock car parts are simple to assemble and the best place to learn to solder. See "Bill of Materials."



Only these parts will be used from the IMC display model kit.

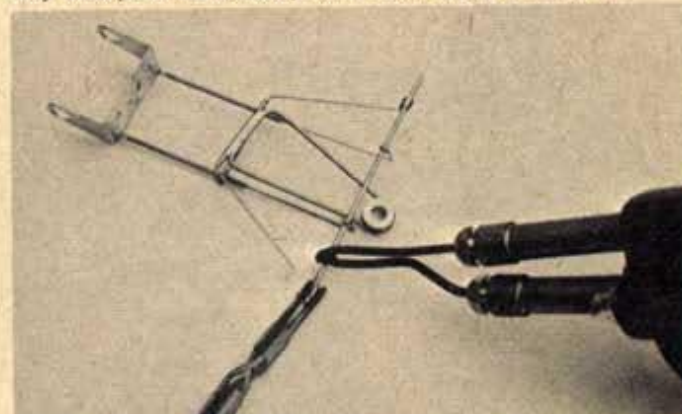
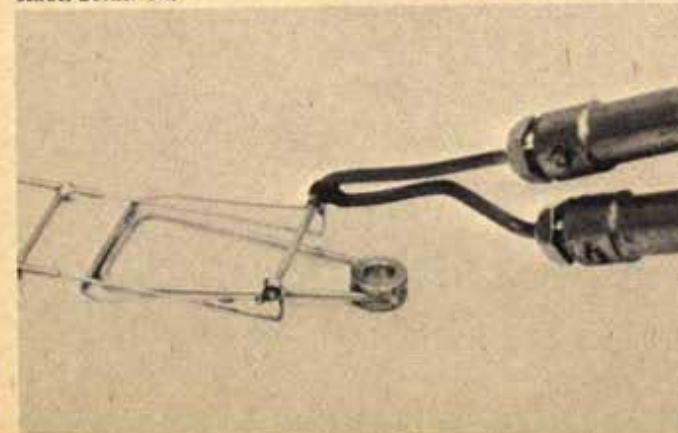


Buzco "Flexi-Frame" is adjustable for almost any wheelbase, but front is wide.

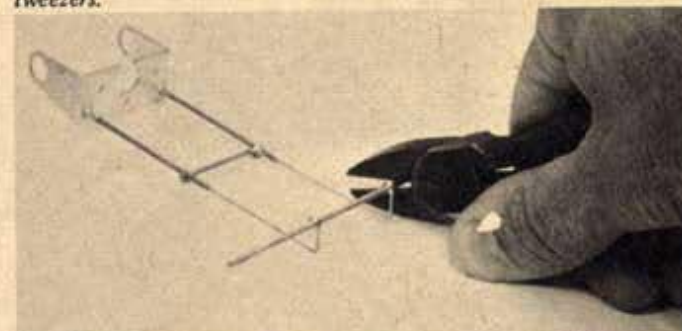


Drop arm and bracket are now free. Rebend wire part to shape shown. Note loops.

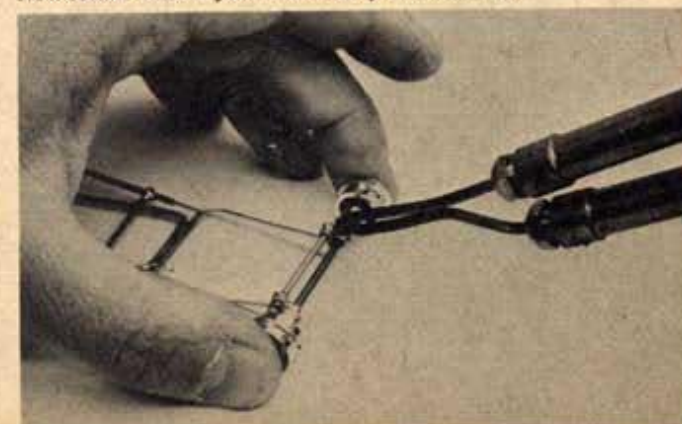
Reattach the drop arm with bent wire loops right next to front axle stubs. Solder on.

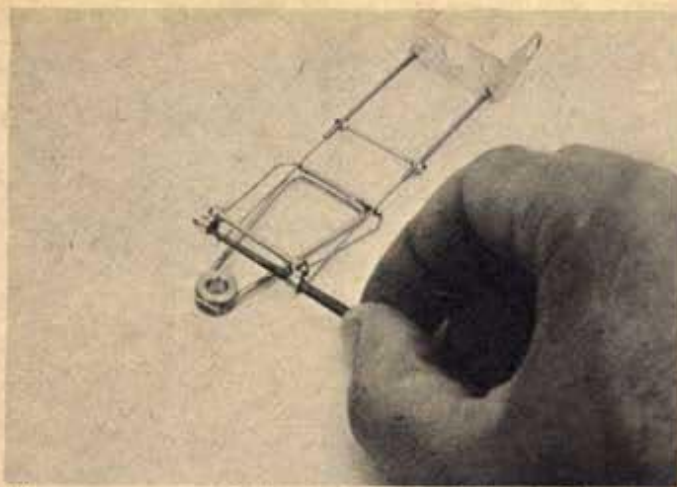


Heat the brass retaining rings and remove from front axle with tweezers.

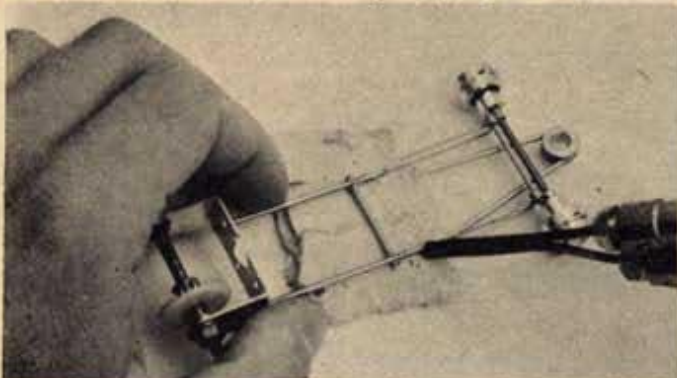


Cut off ends of axles with tough wire cutters or use a hacksaw. Assemble original brass axle tubes onto IMC front wheels and axle. Now solder tubes in front where drop arm attaches.

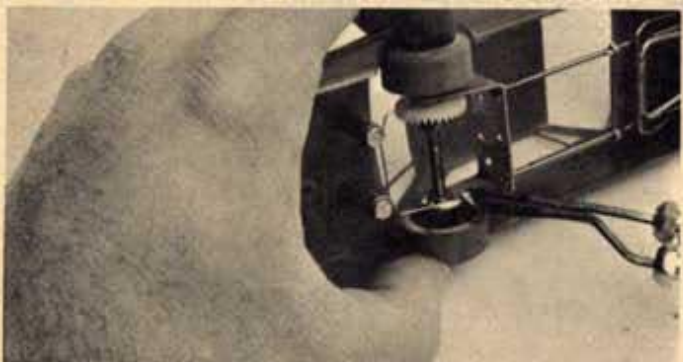




File out any excess solder from bearing tubes for front axle.

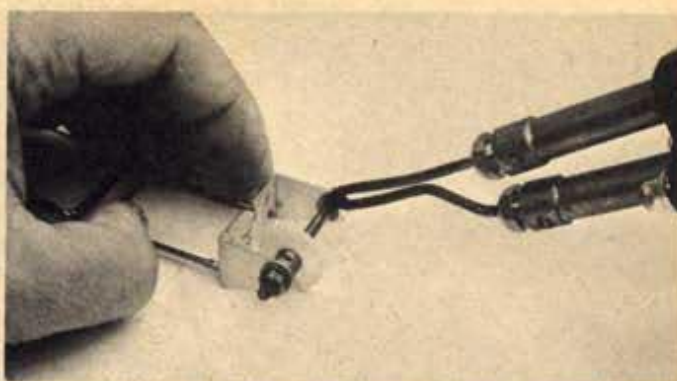
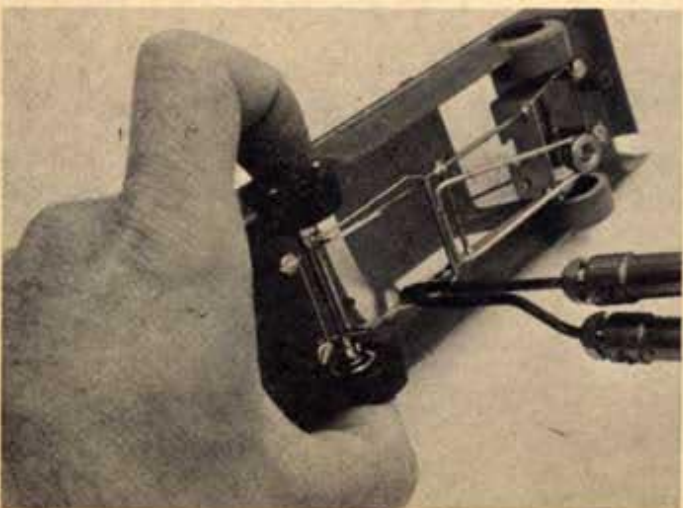


Assemble front wheels and axle from IMC kit, add rear axle to frame, then set wheelbase to fit body, and solder as shown.

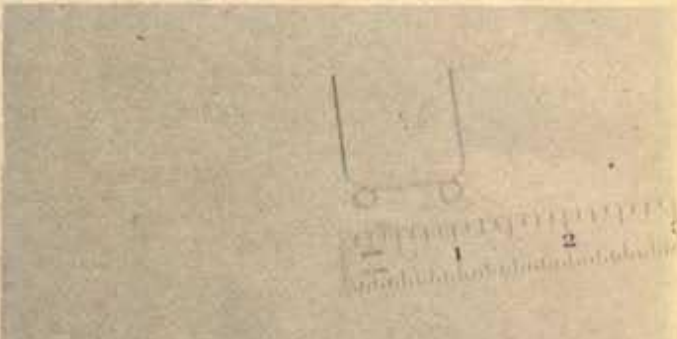


Attach bracket to body with the No. 53 Buzco screws, bend bracket so it touches frame when tires are clear of body, then solder.

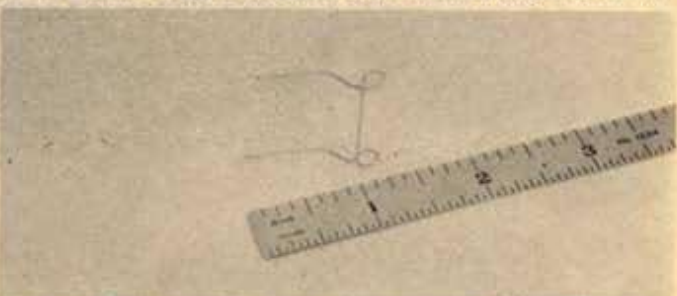
Attach front mount with No. 53 screws, bend it to fit parallel with frame wire, and solder.



Hold rear bearings into bracket with rear axle and jam nuts. Solder bearings to bracket to prevent their rotating.

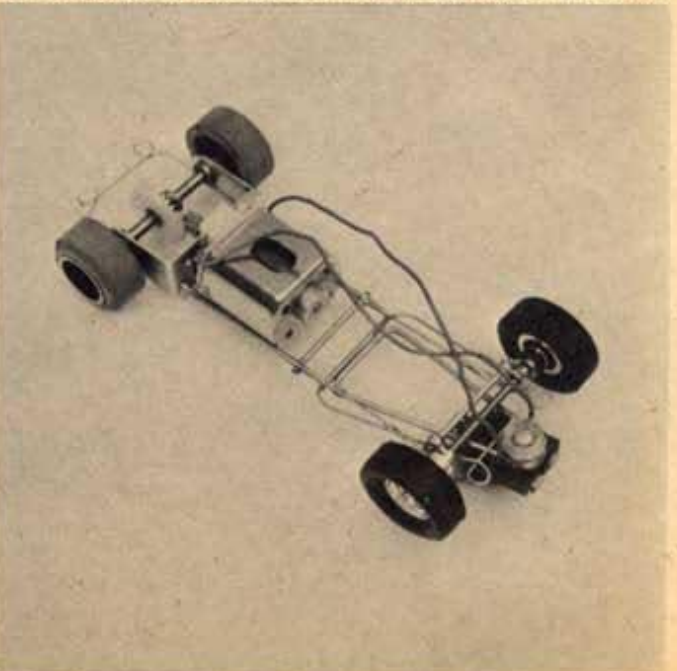


Bend a rear body mounting bracket from .025" piano wire (from model airplane shop) to the exact shape shown fitting body posts.



Bend front body mount from .025" wire also. Space loops to fit body posts. Note the offset to reach down to frame.

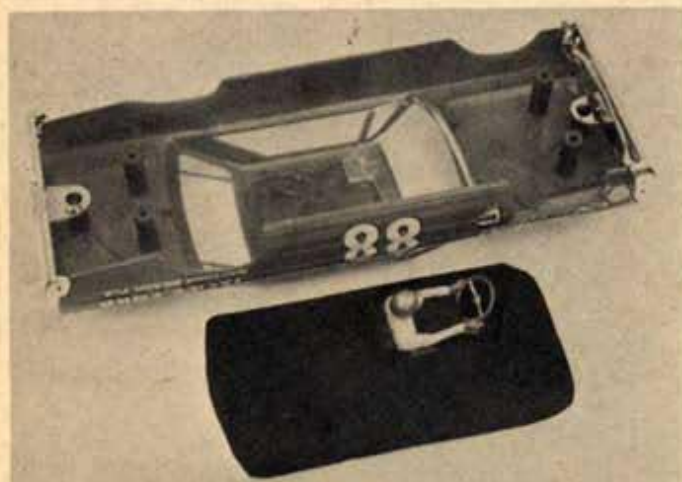
Remove frame from body, add motor and guide, adjust gear, and chassis is ready to test run. Most will want to add some .032" x 1/2" K&S brass strips to sides of frame to reduce tendency for car to roll.





Completed IMC motorized Grand National Stocker is one of smoothest running of its kind, thanks to loose body screws and vibration-damping wire frame and mounts.

Trim all of the sponsor's decals close to colored area BEFORE soaking from paper or the excess clear parts will overlap. Car does not have to be painted, but a thick coat of floor wax will help protect decals and body finish.



Cut driver from interior and glue to a piece of paper painted flat black. Cut away rear window as well to further reduce body's weight. Add decals and trim.

Tape driver and interior into body and reassemble chassis, leaving screws just slightly loose to insulate body shudder.

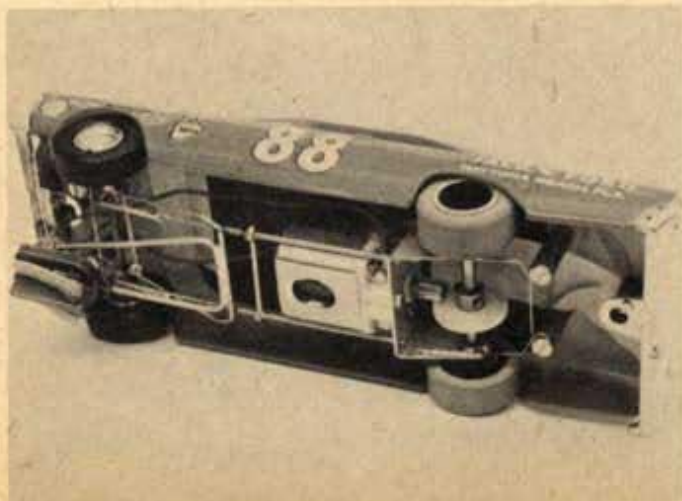


BILL OF MATERIALS

1—No. 1211 Buzco "Flexi-Frame" chassis	\$1.98
1—No. 601 Champion 26D motor	3.00
1—No. 181 IMC Grand National Champion 1/32 scale Ford kit	1.00
1pr.—No. 226 Buzco rear "Wheelies" tires and wheels	1.19
1 pkg.—Buzco No. 46 5-40 wheel nuts	.15
1—No. 309 Buzco 2" rear axle	.25
1 pkg. Buzco No. 53 4 x 3/16" self-tapping screws	.15
1—No. 3837 Cox "Super-Cuc" guide	.50
1—No. 4019 Cox 8-tooth pinion gear	.20
1—Tradeship 34-tooth crown gear	.50
1 piece .025" piano wire	.10

TOTAL: \$9.02

September 1968/41



ENTER



**\$100 and a load
of FREE kits
to the winner!**

**And prizes all
the way down
to 17th place!**

Hey, guys! Get in on this wild contest, NOW! We're looking for some real imaginative ideas from you fellas, and we know you'll come through for us. All you have to do is pick up one of MPC's exciting old-time car kits at your local store and hustle on home. Then, simply crack the box open and start customizing! That's right—customizing! We want to see who can come up with the wildest customized old-time car in the country.

We're giving a ton of prizes away, so get going on it right now. The contest is limited to MPC old-time car kits. You can choose from the following: 1928 Lincoln Sedan, #200; 1932 Chrysler Convertible Sedan, #201; 1927 Lincoln Sport Roadster, #202; 1932 Chrysler Convertible Roadster, #204; 1928 Lincoln by Locke, #228; 1932 Imperial by LeBaron, #232; 1932 Chevrolet Roadster, #302; 1933 Chevrolet Panel Truck, #303; 1928 Ford Truck, #304; and the 1929 Ford Station Wagon, #305.

Now then, what can you do to the kit? Anything! You can chop it, channel it, section it, swap engines—you name it! Then when you're through with it, take a sharp black-and-white photo of the car and send it to the Contest Editor, Model Car & Science, 131 Barrington Place, Los Angeles, California 90049, along with a description of what you did to it. Our panel of judges will pick the winners.

And here's a list of the prizes!

FIRST PLACE: \$100 Savings Bond, plus 20 MPC kits!

SECOND PLACE: \$50 Savings Bond, plus 15 MPC kits!

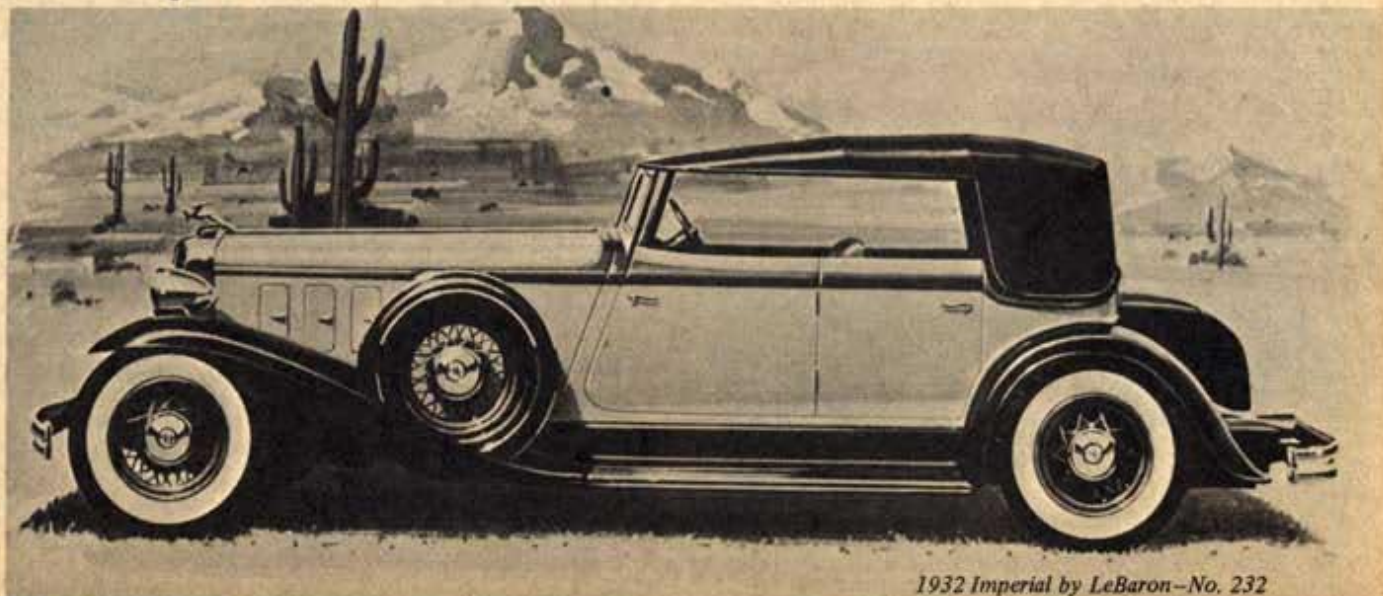
THIRD PLACE: \$25 Savings Bond, plus 10 MPC kits!

And that's not all! Five kits each will go to the winners of 4th through 17th place!

HURRY! Get started building your "way out" "Custom Roaring Twenties Bomb!"

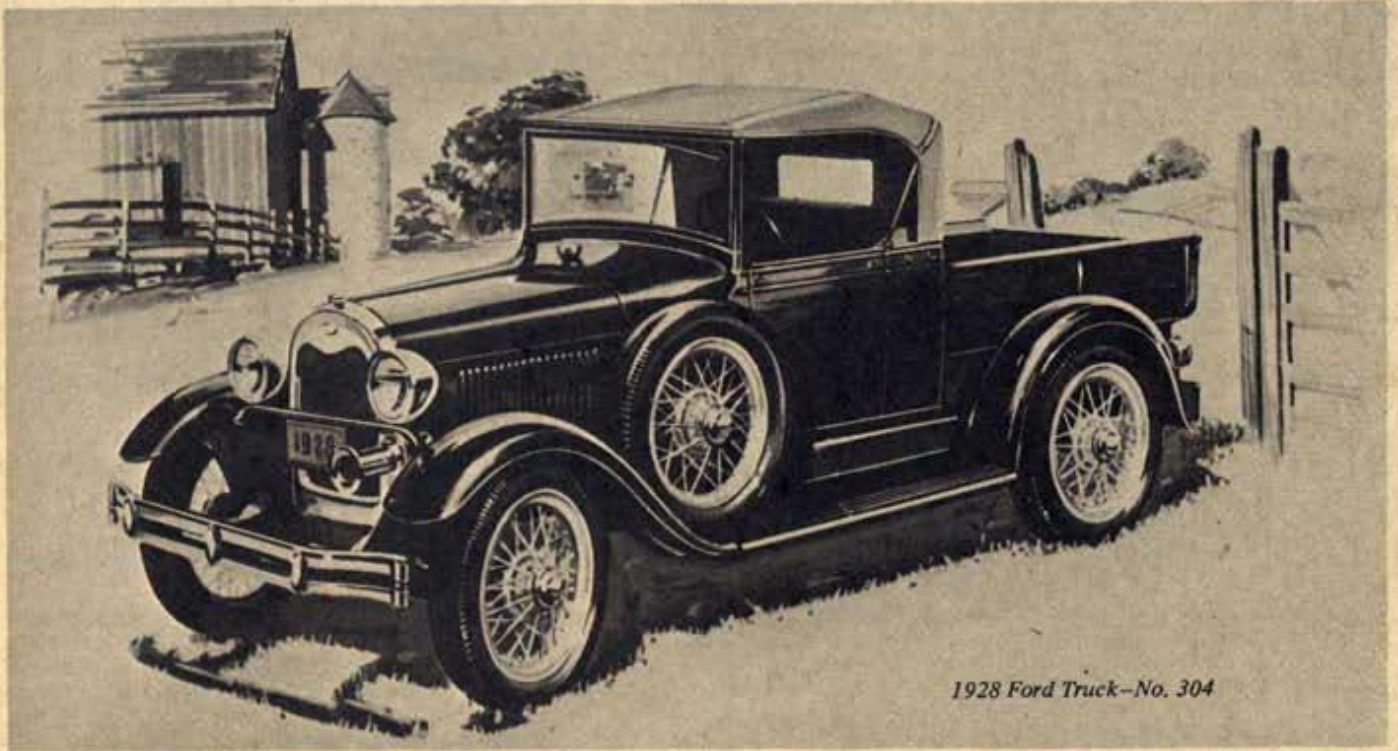
The deadline for contest entries is September 20.

Get going gang—this should be a real test of your model building skill and ingenuity! **\$100 PRIZE!**



1932 Imperial by LeBaron—No. 232

This Great New MCS Contest

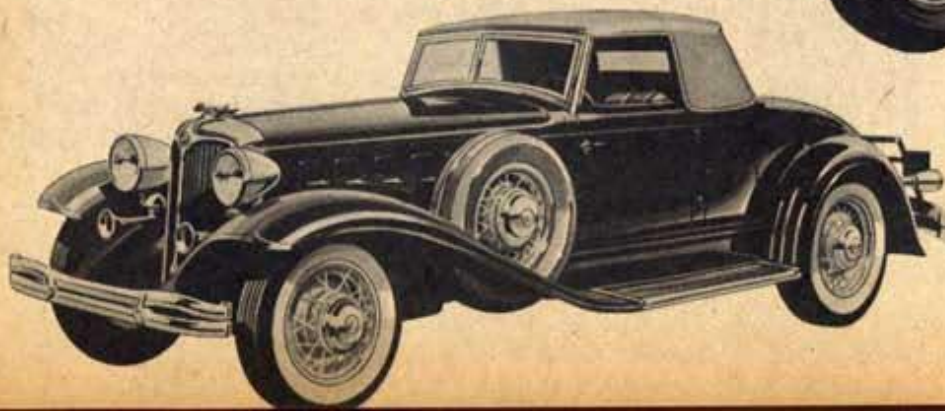


1928 Ford Truck—No. 304

1932 Chevrolet Roadster—No. 302



1932 Chrysler Convertible Roadster—No. 204



Not Shown/1928 Lincoln Sedan—#200
1932 Chrysler Convertible Sedan—#201
1933 Chevrolet Panel Truck—#303
1929 Ford Station Wagon—#305
1928 Lincoln by Locke—#228
1927 Lincoln Sport Roadster —#202



FASTEST CHEVY ALTERED

Colorful and fast is the team of Mondello and Matsubara.

Mondello and Matsubara are both in the speed business and they both like altered. But more important, these two men own the world's fastest Chevy-powered AA/Fuel Altered. It's a '48 Fiat Topolino with a Cerny "Passionate Purple" paint job. Fiberglass Trends produced the super-light fiberglass body.

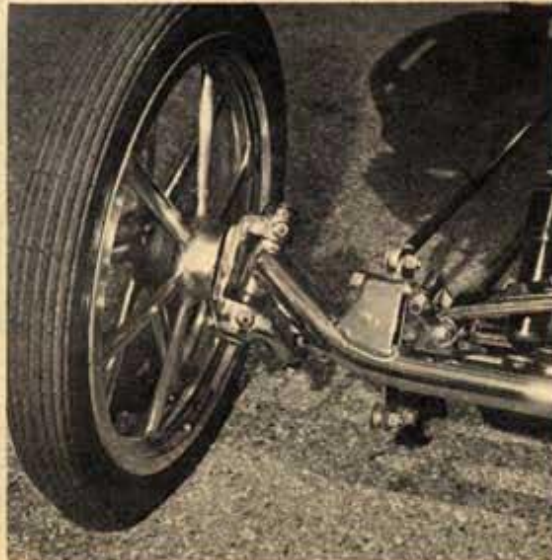
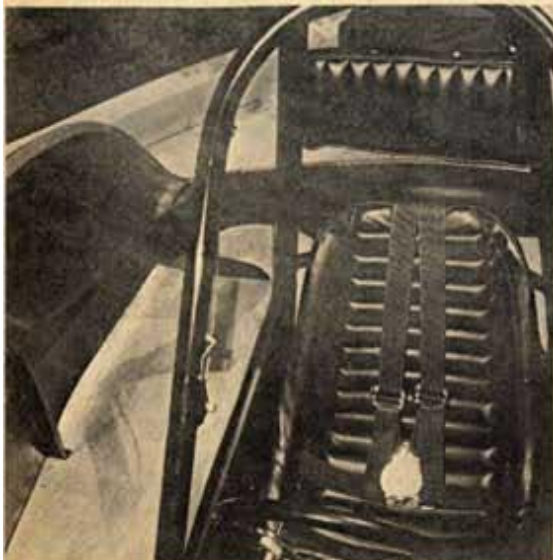
The 96-inch wheelbase chassis is of tubular construction and the roll bar thickness is .090 inches. The front axle is made of quarter-inch-thick tubing with the front tread width of 54 inches and the rear of 48 inches.

The 1968 Chevy 427-cubic-inch powerplant is the only "Rat Motor" to reach 200 mph in an altered. The engine retains its stock cubes. Internally, the engine is equipped with Venolia pistons and rings and Howard rods. Donovan 1.940-inch exhaust and 2.25-inch intake valves are fitted in the heads. The compression ratio is 6½-to-1 with head-

work by none other than Mondello's Porting Service which has some experimental trick work that has aided in the quest for 200 mph. Howard experimental Sonic cam and kit are used with Smith pushrods. A Cirrello magneto supplies the spark; the Cragar intake manifold works in conjunction with the Larry Bowers modified 671 blower. The Chevy only runs 60% nitro, and the Doug's 26-inch-long headers, Sperex coated, top off the estimated 1200 hp engine.

Ed Pink balanced the Schiefer clutch/flywheel combo. A Donovan adapter and u-joints and Ford rearend (holding 3.70 gears, complete the drive train. Stock axles and brakes are used. American wheels with Pirelli tires are on the front and M&H tires on Halibrand wheels on the rear. All safety equipment is by Simpson.

This car is the pacesetter for the Chevy Altered.



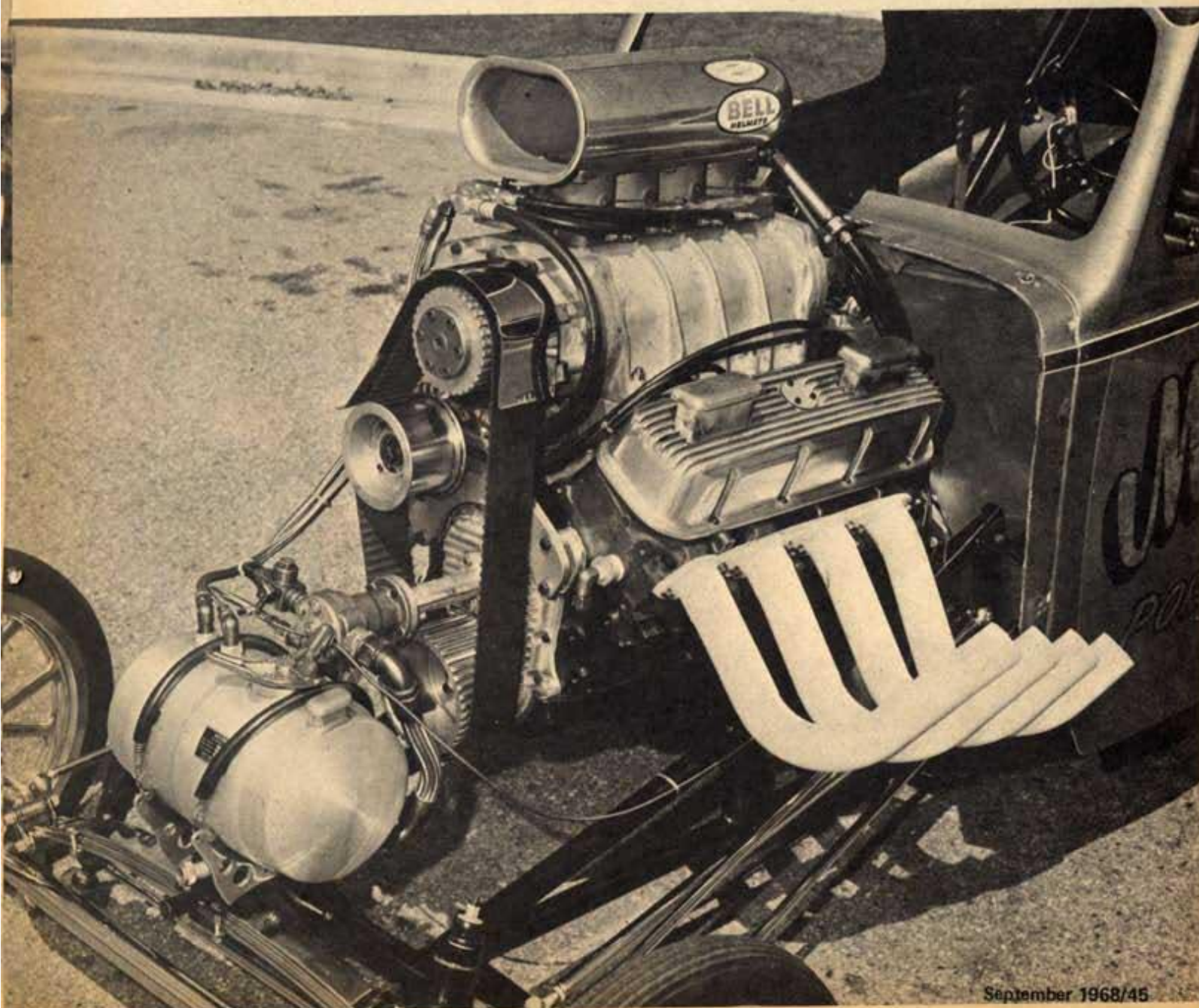
FAR LEFT—Sush Matsubara (driver), being very safety conscious, makes use of the safety equipment available. A Simpson firesuit is used.

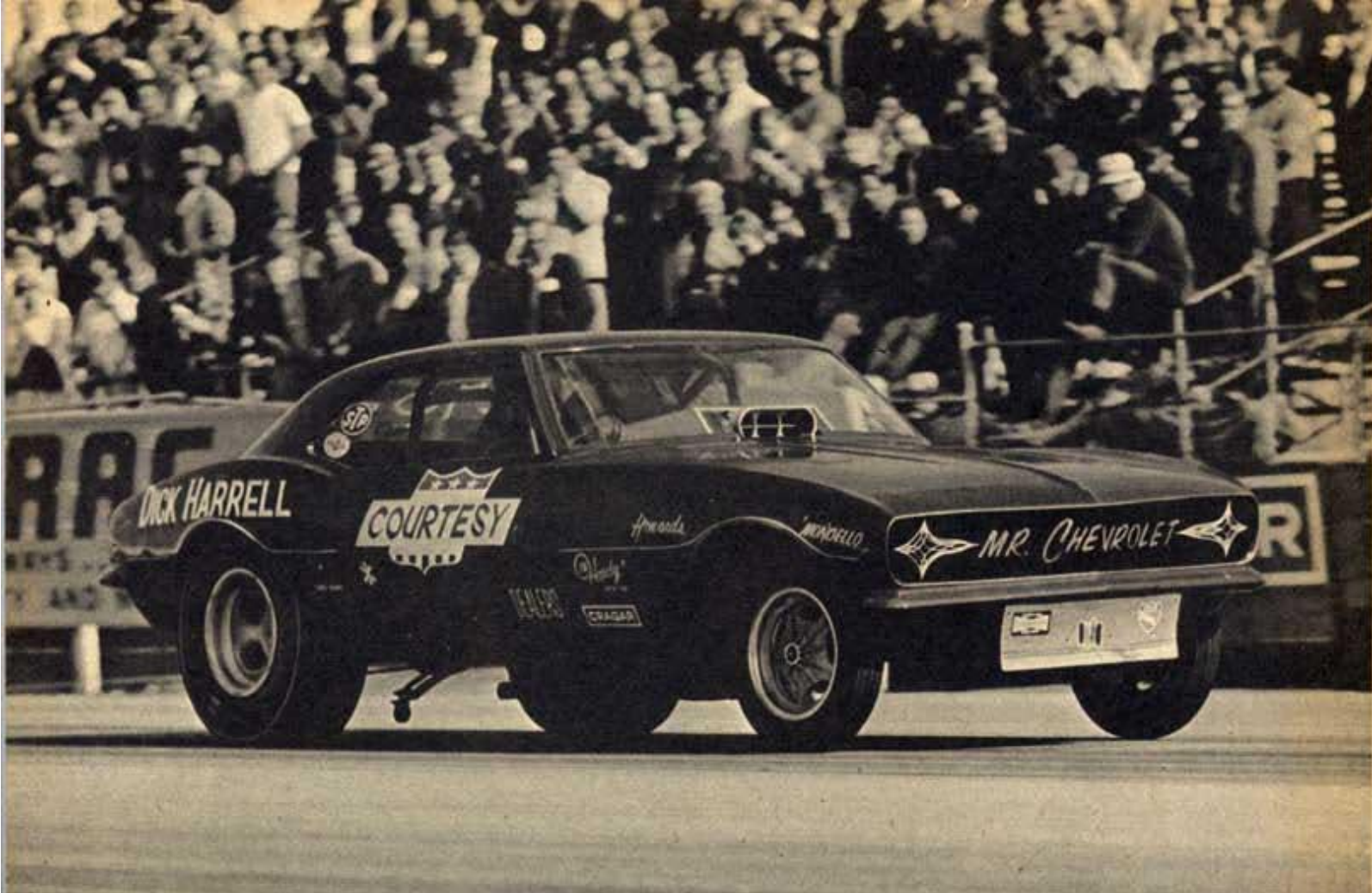
Spindles are early Ford, American wheels fancy the front end with Pirelli tires. Suspension work was done by Ed Weddle.

Fiberglass Trends recreated the '48 Fiat body which was painted by Cerny in Compton, Calif. Halibrand wheels hold the huge set of 12.50 x 15 M&H tires.



The remarkable power produced by this stock displacement 427 Chevy engine includes parts such as; Venolla pistons, Howard cam and kit and spark by a Cirrello magneto. Sperex coating dresses-up the headers.





Ektachrome by Lee Kelley

Kansas City 190-MPH CAMARO

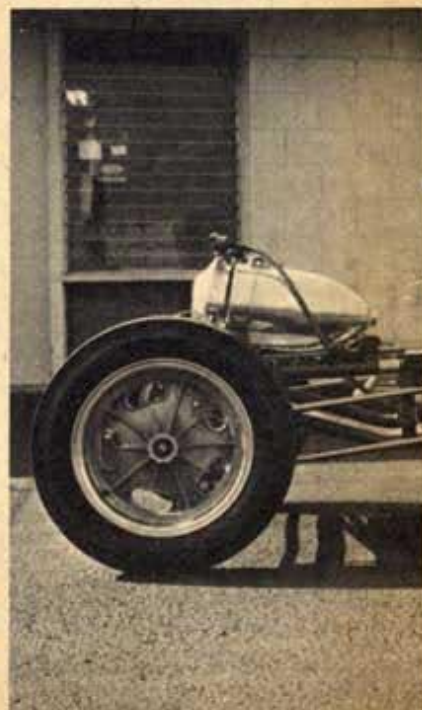
**Back into full swing among the funny car ranks is
Dick Harrel in one of the wildest combinations**

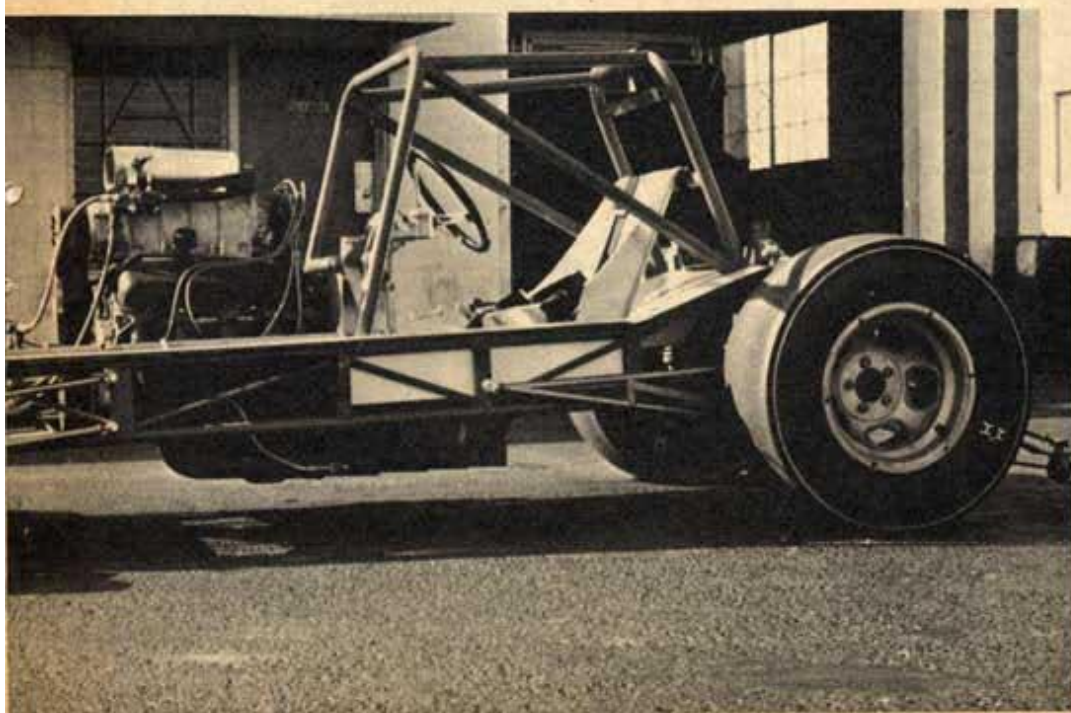
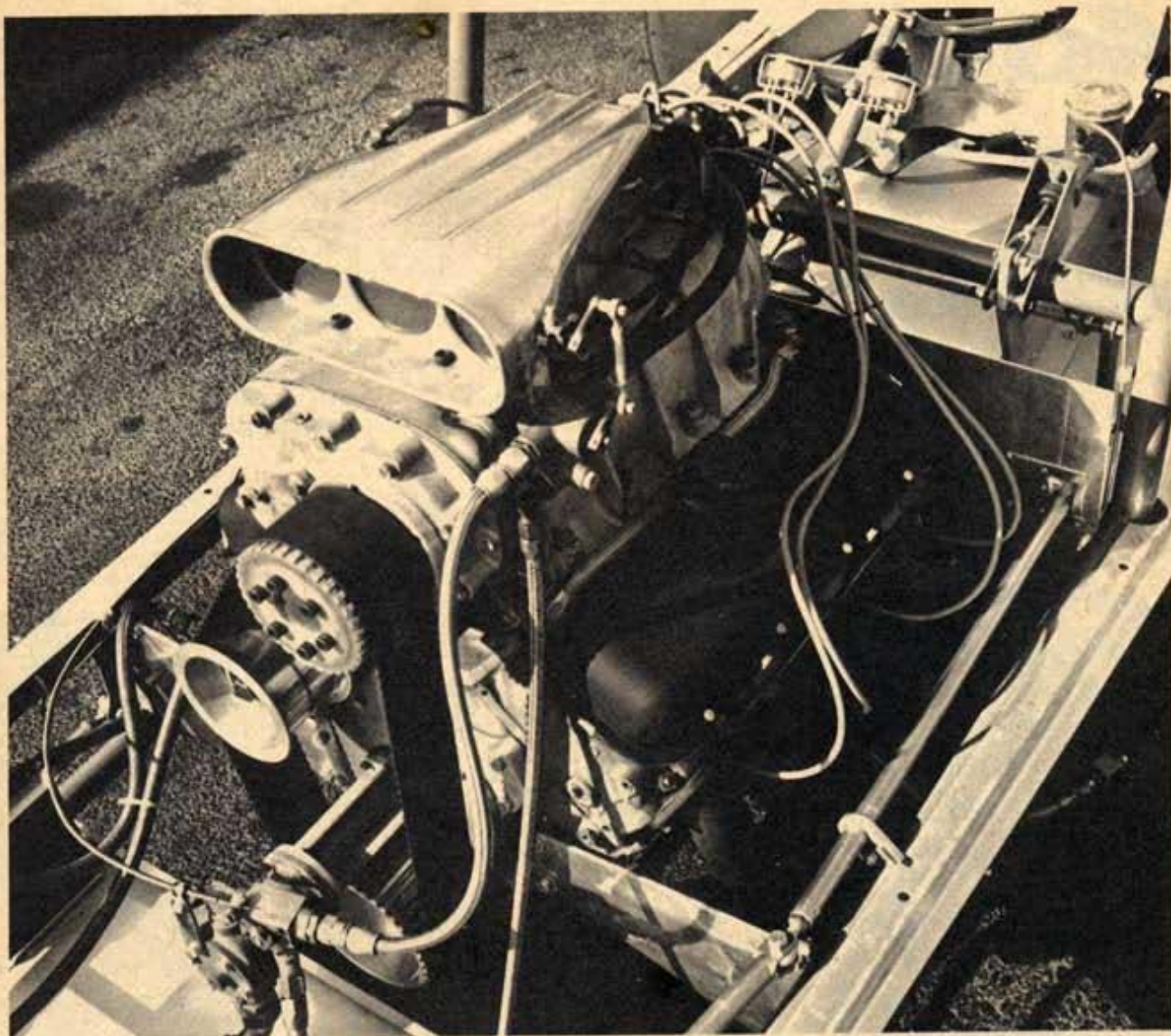
If the Courtesy Chevrolet funny car Camaro seems rude to the competition it's only because driver Charles Therwhanger prefers to cross the finish line ahead of the others. A natural instinct, of course, and generally a common occurrence with the Poppy Red-painted fuel burner.

Under the flip-top fiberglass body, built by Don Hardy of Texas, is a 6-71 supercharged 440-cubic-inch Chevy engine. The blower rests atop a Cragar manifold and a 50 per cent nitro load is fed through an Enderle injector.

Harrell, and chief mechanic/occasional driver Therwhanger estimate the powerplant to be delivering 1500 hp at the flywheel. This is through equipment such as Venolia pistons fitted to Howard rods with a compression ratio of 7.5-to-1. Donovan valves installed in Mondello heads and the valve action by a Howard 308 Sonic cam kit, which gives a high lift of .568 inches.

Power is delivered through M & H slicks and a Pontiac rear-end utilizing 3.64-to-1 gears. On many starts the car lifts the front wheels for over 100 feet down the strip. The 118-inch wheelbase, tube chassis constructed machine sports a B & M TurboHydro for quick shifts. A complete pass through the quarter will net times of 7.63 ET and 191.89 mph. Of course, these times are just openers as the car hasn't been finished too long. To make sure the car is brought to a safe halt a Simpson chute works in conjunction with disc brakes. Impressive? It only took \$8,000 to build completely this near 200-mph car — about the price of a nice luxury car. But isn't performance more worth the money?



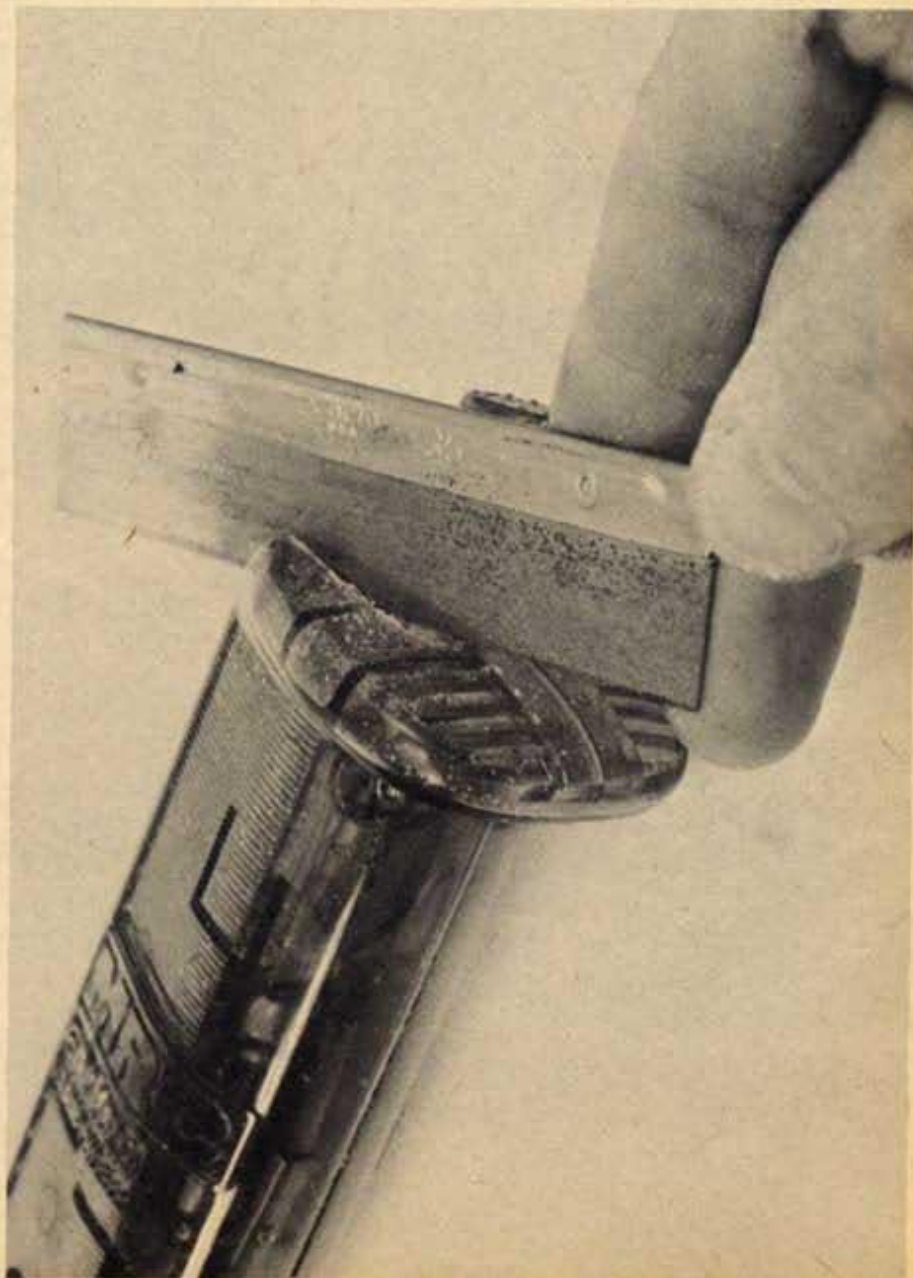


Mods for the MRC

Even the best controllers
can be "personalized".

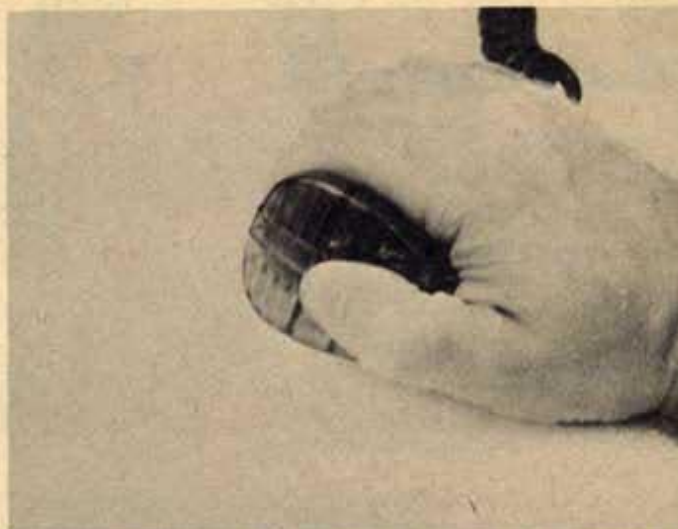
The MRC (Model Rectifier Corporation) model car hand controllers rank with the top three best controllers ever on just about anyone's list. Why then would anybody want to modify one of these electronic wonders if it is so good? The answer, of course, is that the changes suggested are ones which will make the controller even better for YOU. You make the changes to fit your size hand and style of holding a controller. The changes we suggest on this page will allow you to have the custom-fitted version of the popular MRC controller (in any of its three variations) at NO extra cost.

The only portion of the MRC controller that needs real attention to "custom" fit it to your hand is the opening where the button enters the case. By modifying the case with a razor saw this depression can be cut back to allow better access.

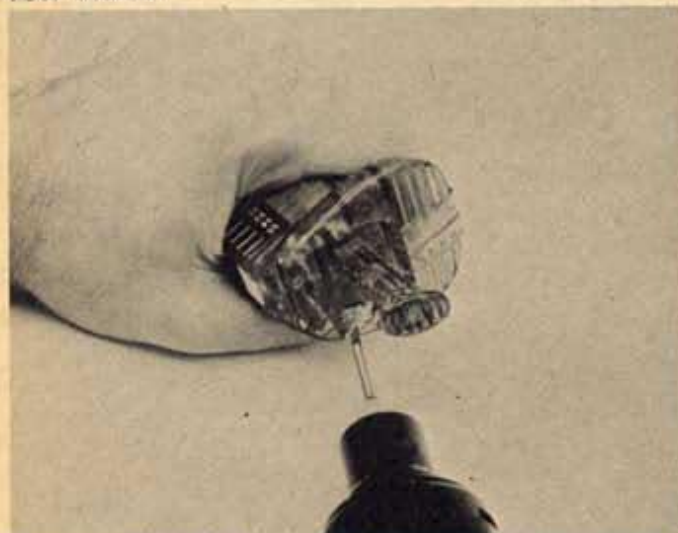




A hot knife or a Dremel tool is best for enlarging the edges of the depression around the plunger. Enlarge to just a bit bigger than the outline of your thumb.

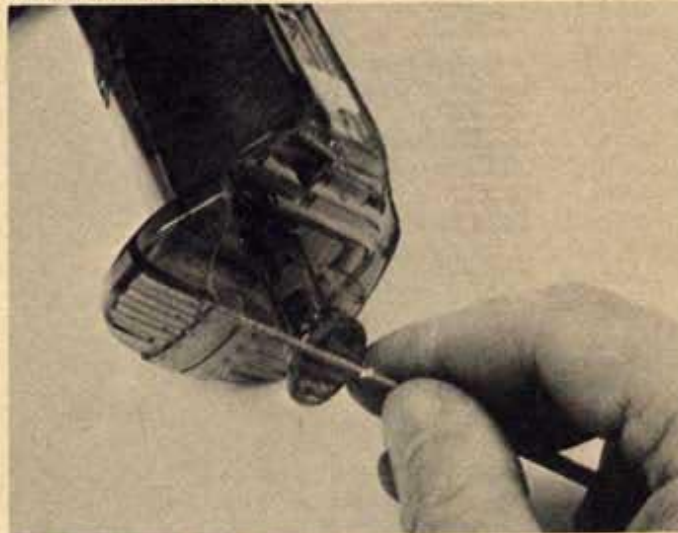


Standard controller is difficult to fully depress because of the too-small clearance area where plunger enters case. Note how the enlarged opening now clears thumb.



You may find the MRC controller to be a bit more comfortable to hold at an angle, as shown here. If so, thumb opening area will need to be cut away at one corner.

Cut deep lines in a criss-cross pattern on the underside of the handgrip to make this area less slippery.



The edges of the plunger button can be roughed up a bit with a file to make it easier to grip.

Modified MRC "Vari-Ohm" controller has custom-fitted clearance for owner's thumb, better gripping surfaces on handle. Mods will work on any of the MRC controllers.



LET'S TALK ABOUT BIKES

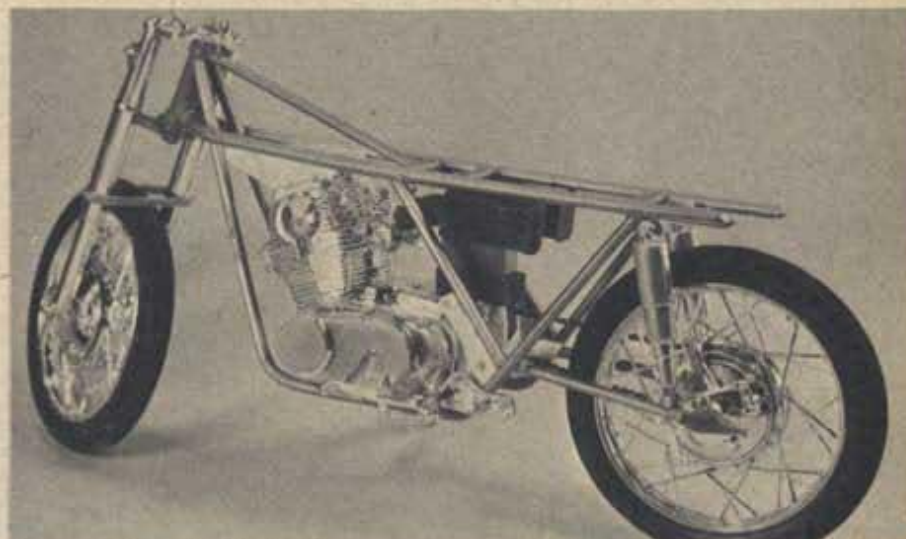
"Scrambler?" "Chopper?" That's bike talk chums! Here's what it's all about.

Maybe you are aware of it, maybe not, but I am here to tell you there is a revolution afoot. A partial definition by Mr. Webster of the word states "a change following and resulting from the introduction of power-driven machinery to replace hand labor." If you have had the occasion to be out in our local hills, valleys, mountains or deserts of late, you will know what I mean. Everywhere are motorcycles going up and down the hills, following any and all trails, or venturing across the open desert wastes.

Names that a short time ago were unknown or unfamiliar to the ear: Honda, Yamaha, Hodaka, Kawasaki and Suzuki—ask the average teenager today and you will get a complete rundown on the merits of each, plus his individual preference for a specific make or model.

Surprising? Not in the least. American youth has always taken to things mechanical, usually the automobile at the age when he may qualify for a driver's license. What is amazing about this current trend is the large number of early- and pre-teenagers as well as a lot of pops and moms being actively involved in the sport as part of a family participation outing. Being out in the boondocks away from the highways eliminates any hanky-panky with law enforcement agencies and having to contend with automobiles. An added bonus is a chance to better appreciate and explore the wide open spaces.

By now you may wonder what all this has to do with a model magazine. Well, it's reasonable to believe that if you have a real interest in actual cars, your involvement in modeling will follow. So why not have a series of articles for you motorcycle "buffs" on how to construct some of the equipment you see or ride every weekend. As for kits, the subject matter is somewhat limited, but in future issues we will try to show you how to mix, blend, modify and eventually scratch-build complete motorcycles using a mixture of parts that are available.



A super light tube job for the street starts to take form. This is a model of a Van Teck using a Honda Twin for power.



Or how about a Chopper? They are the hot thing in street bikes in some areas. They are the far out jobs.

Would you like to try a Scrambler? Not the street kind, but an honest-to-gosh dirt-type bike like this one under construction.



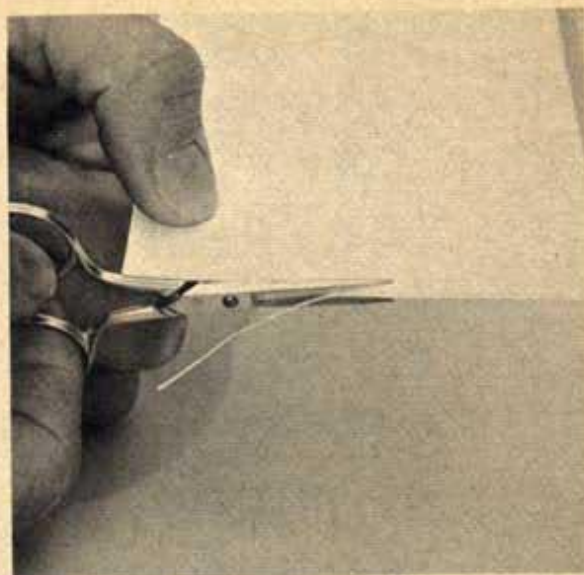
COMING NEXT MONTH—How to build a "Chopper" of your own. Watch for this detailed article, in the October issue of Model Car Science!



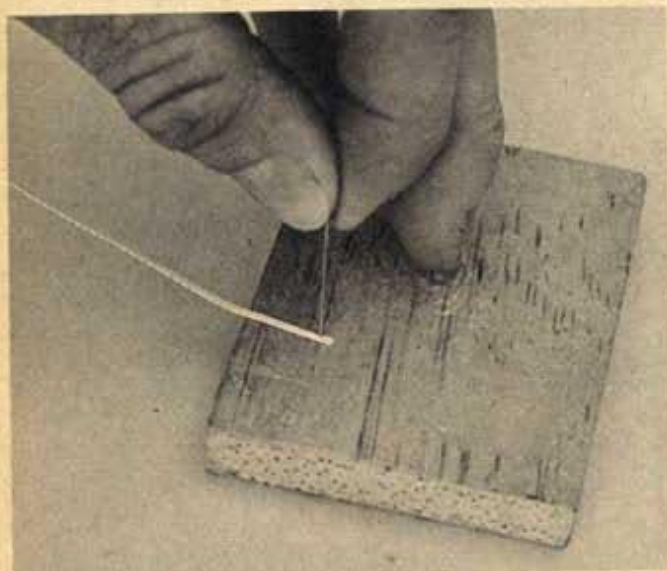
DETAIL FOR REAL

By Don Emmons

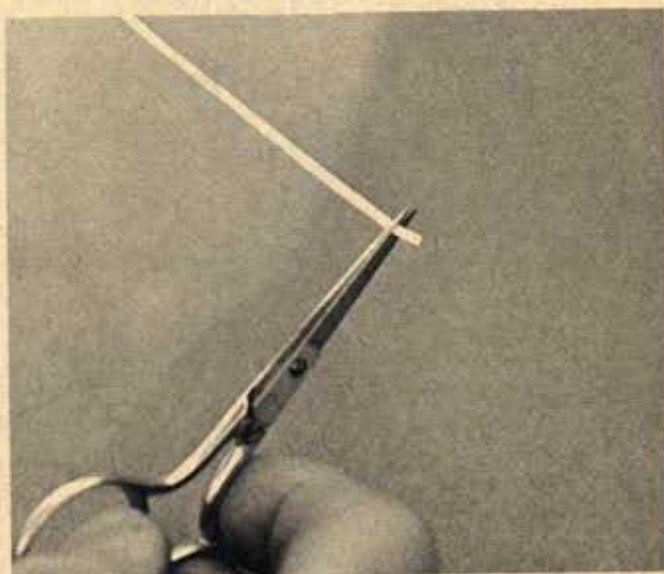
WIRE LOOM BLOCKS



1) Cut a strip of file card 1/16-inch wide.



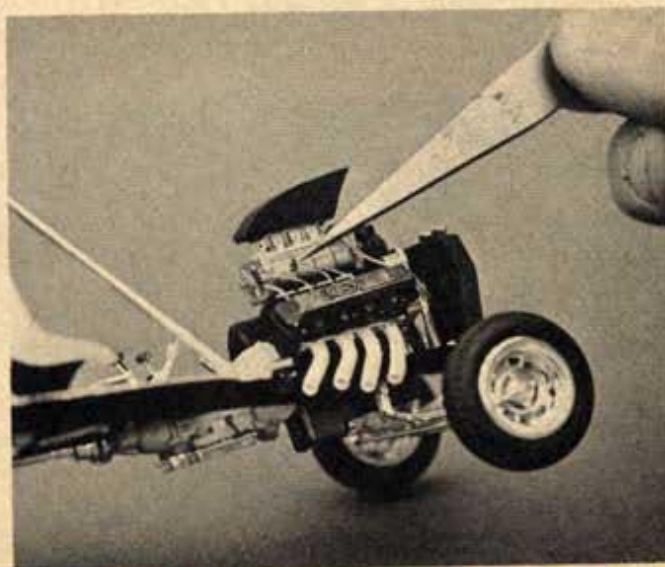
2) Use a pin to punch holes for the thread. Now that holes are punched, paint the blocks.



3) Cut off pieces to make the block for holding spark plug wires apart. The amount of holes depends on how the plug wires are placed.



4) A clothespin is perfect for holding the mag while you run a thread through each hole.



5) Notice how the blocks are placed on a real engine. How the blocks will be placed depends on the model and engine you are building.

* WIN A \$25
 SAVINGS BOND
 * AND A
 THREE YEAR
 SUBSCRIPTION
 TO MODEL
 CAR SCIENCE!
 * NOTHING
 TO BUILD!
 * JUST DREAM
 UP A WILD
 NAME FOR
 THIS CAN-AM
 CAR! HURRY!

This nameless Can-Am car was designed by Gordon Saunders, and is being built by Eisert Racing Enterprises. But before it can race, it needs a name! Get with it guys! This clay model is setting against a mirror, which accounts for the "split" down the middle, and the reversed numbers. That's how new the car is guys! We get news when it's still HOT!

NAME THE CAN-AM CAR CONTEST



When the starter's flag drops at the start of the first race in the 1969 fall Can-Am series, a new car will be in the field. The car has no name yet—that's going to be *your* job—but it's in the process of being built now, so you'll have to hurry!

This gorgeous Can-Am machine was designed by Gordon Saunders, and the actual car (that's a model in the pictures) is being carefully fabricated at Eisert Racing Enterprises in Costa Mesa, California.

There's nothing to build. Just sit down and give it some serious thought. A beautiful car deserves a beautiful name, so strain your brain! When you think you've got a winner, simply jot the name down on a piece of paper, along with your name and address, and mail it to: The Contest Editor, Model Car Science Magazine, 131 Barrington Place, Los Angeles, California 90049. Contest judges will be Jerry Eisert, Gordon Saunders and the MODEL CAR SCIENCE staff.

The winner of our contest will receive a \$25.00 SAVINGS BOND and a THREE YEAR SUBSCRIPTION TO MCS. Even if you don't win, you will have a chance to win something, as we're awarding the next ten best names a ONE YEAR SUBSCRIPTION TO MCS.

Imagine how proud you'd be seeing the real car in action, bearing the name *you* gave it! Out of sight!

Hurry! The contest ends September 30, 1968! Get with it!



*** THIS NEW GROUP SEVEN CAR
NEEDS A NAME!**

*** AND THAT'S WHERE YOU COME IN!**



Chopped Ford Torino

Lower that Fastback roofline, the easy way



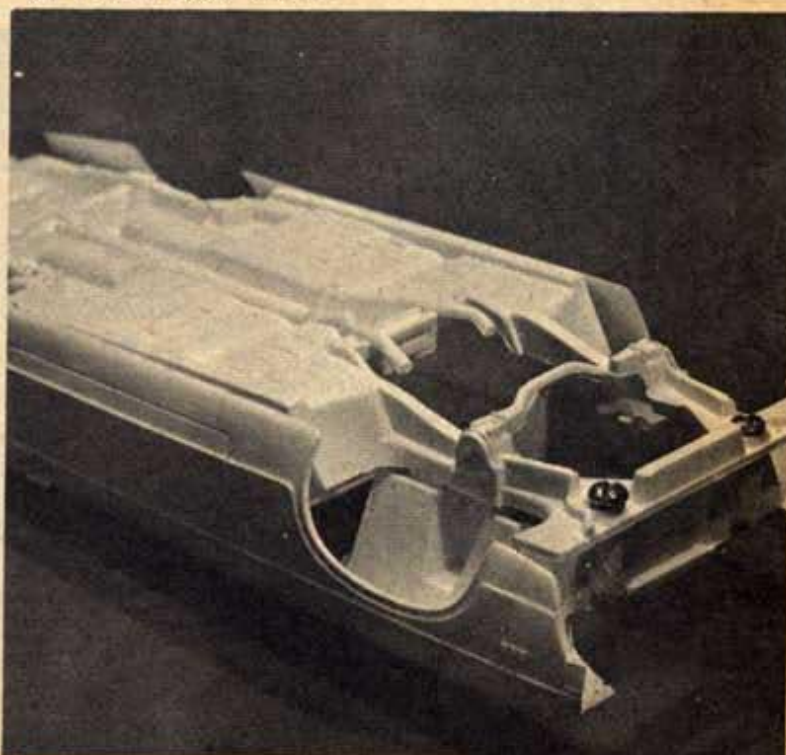
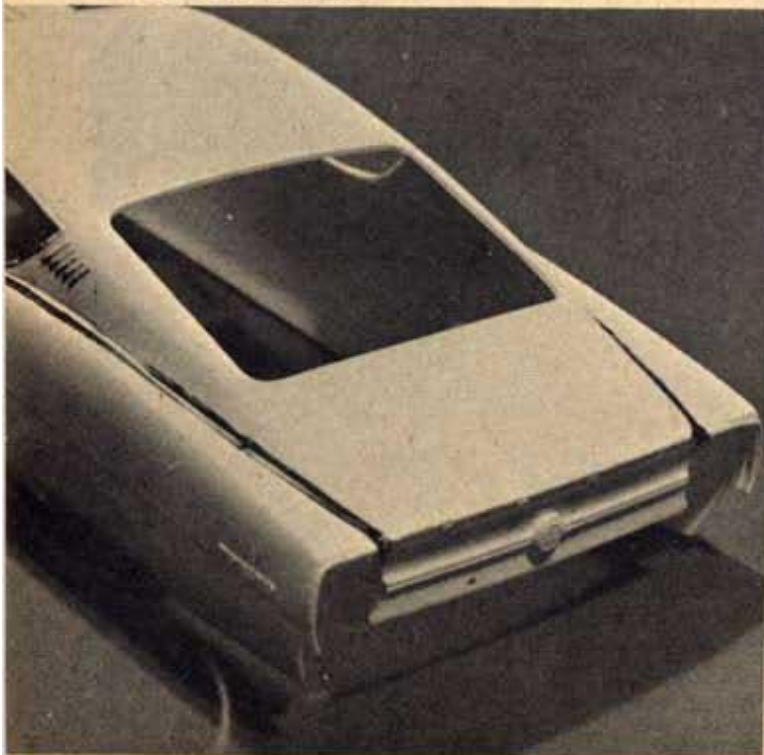
By Norman Roe

One of the most difficult body designs on which to chop a top is the fastback. You face two problems: 1) the final slope of the roof line, and 2) the over-all appearance. If you follow this feature step by step, both problems are solved. As a matter of fact, any fastback

car can be done by this method. Good examples would be the Buick Riviera, Plymouth Barracuda and the Mustang 2 + 2. Another good reason for chopping in this manner is that the roof is super-strong. You should have no trouble with the roof breaking off from the body (common to most chopped tops).

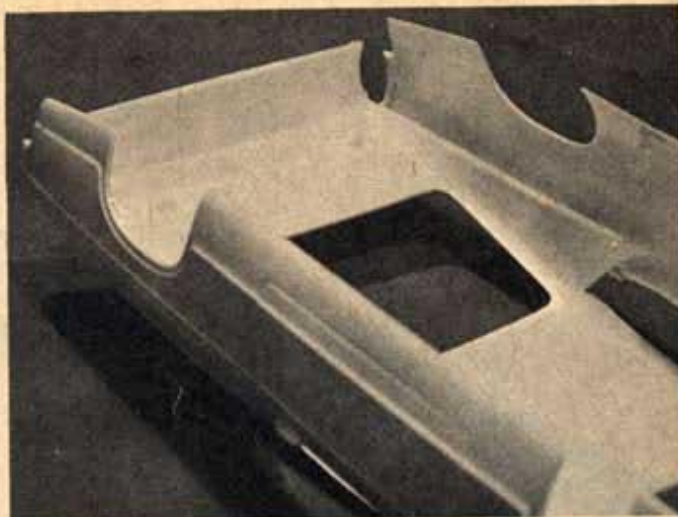
The body is cut, where the black lines are drawn, with an X-Acto saw.

Screw the chassis to the body for strength and for proper body width.

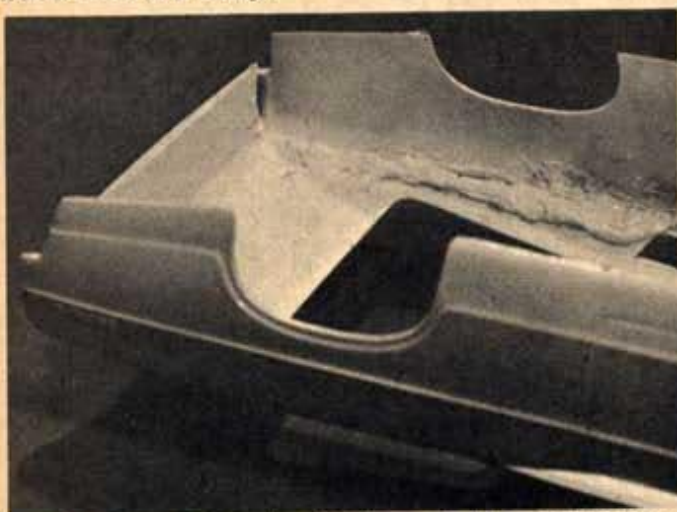




"Spot weld," with melted plastic, the lowered roof back onto the body.



Here you see how the roof looks on the inside. Lowness is decided.



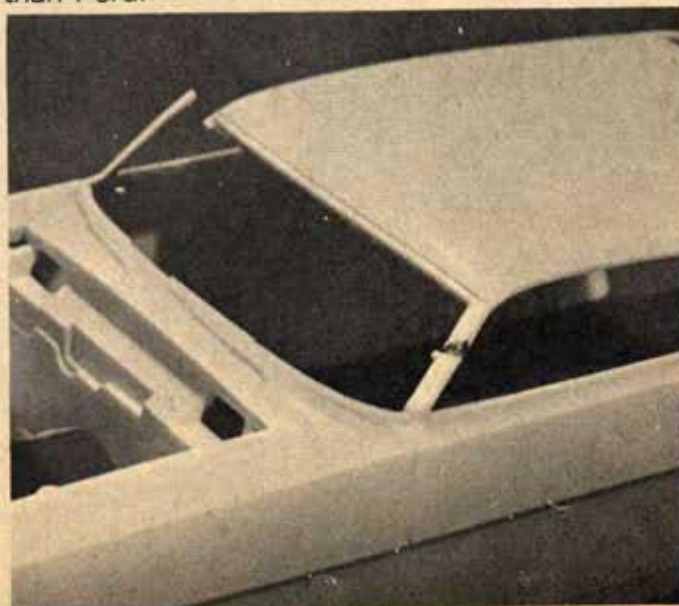
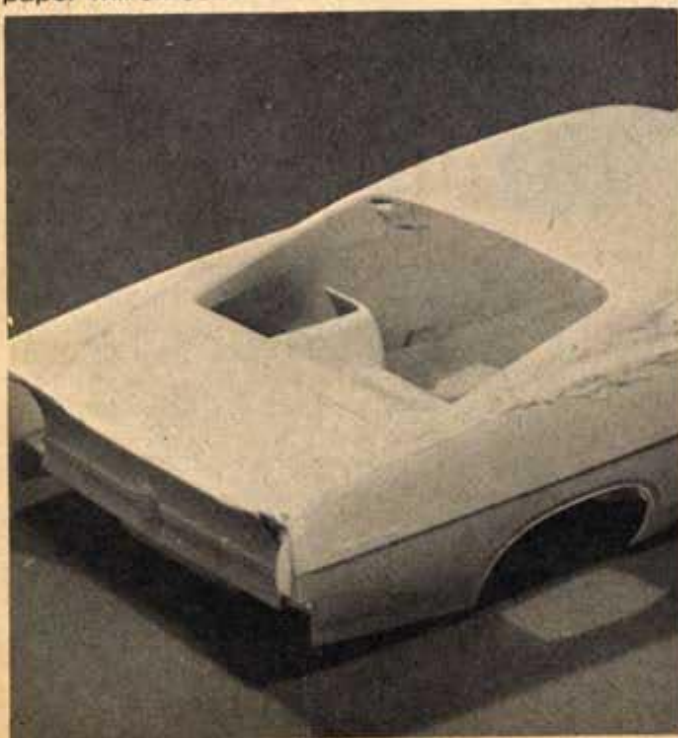
With a wood burning tool, melt the protruding edge for extra strength.

Melt plenty of plastic on the edge. Files and sandpaper will smooth.

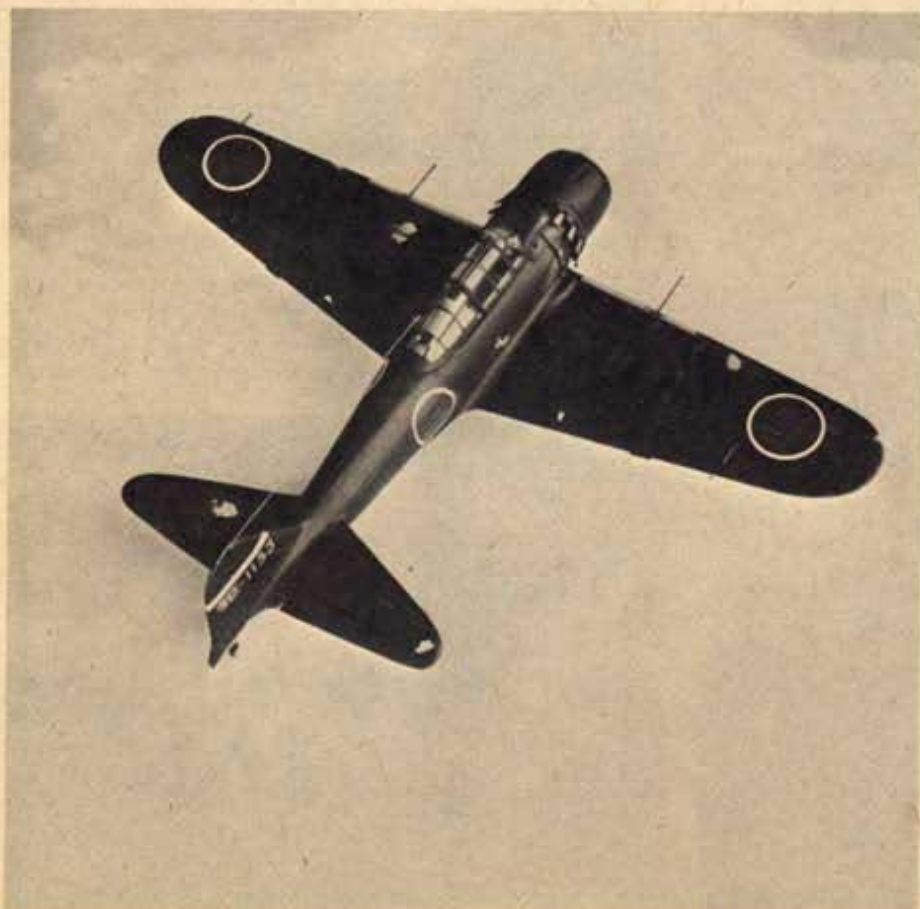


Repeat step CT-5 for the finish on the outside of body. Right side shows amount of chop.

Some strength can be gained by "off center" cutting of windshield posts. Then bend posts to line them up again. And there you are, a simple way of chopping a fastback roof. The amount of chop is determined by how far into the body you push the roof. For a variation don't cut the windshield posts and you will have an even faster fastback than Ford.



ZERO O O



The Japanese Mitsubishi-designed "Zero" was one of the most feared and the most successful of all the fighters of the Second World War. The performance of the Zero at the outset of the war was so devastating that the Allied commanders were all but willing to concede it as "invincible." The fact that it took until 1942 for an intact Zero to be captured served to heighten the mystery. To the model airplane beginner, the Zero can serve as a mystery in itself since there were about a half-dozen major design revisions in the aircraft and a whole rainbow of color schemes ranging from yellow to sky blue to dark green. The American code name for the Zero (or Zero-Sen) was "Zeke." The changing shape of the wings on one of the series of Zeroes tricked the Allies into assigning still another code name "Hamp" to one of the planes. The A6M5 Zero-Sen, Type 52 in these photos was the most famous of the series, and one of the latest.

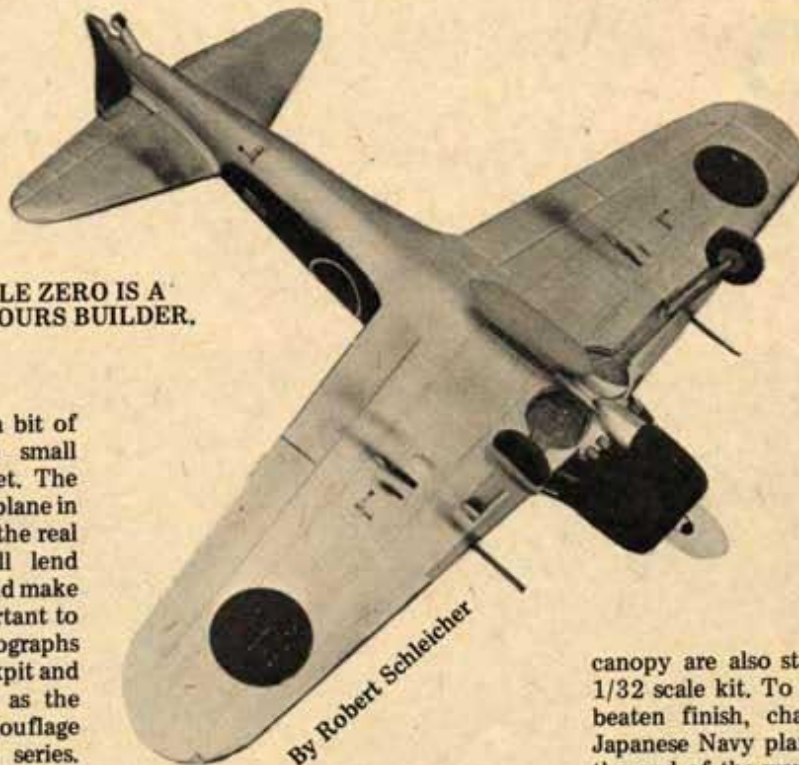
The 1/32 scale Revell kit for this Zero is the largest model of this aircraft and, as such, it incorporates the detail touches deserved by so famous an aircraft. It is the perfect kit to learn super detail techniques because it has a simplified assembly with a minimum of parts, leaving the modeler free of tedious assembly of tiny bits and pieces, to concentrate on doing a better job of assembly and finish. With any good

"In flight," the 1/32 scale Revell Zero-Sen, is even more realistic. This one is dark green on top surfaces, light grey on underside, dark red hinomarus (Japanese insignia) with white bands.

REVELL'S BIG NEW 1/32 SCALE ZERO IS A "NATURAL" FOR THE CONCOURS BUILDER.

model, the builder should do a bit of research beyond reading the small history on the instruction sheet. The full history of the particular airplane in the kit as well as the models of the real aircraft that preceded it will lend background to the kit at hand and make it more interesting. More important to the modeler, however, are photographs of the real airplane showing cockpit and other close-up details as well as the all-important marking and camouflage details of the planes in the series. Usually, the 60¢ PROFILE booklets are a prime source of photos and color camouflage schemes. Only the much earlier 'M2 (PROFILE No. 129) and 'M3 (PROFILE No. 190) versions of this 'M5 Zero are offered in the PROFILE series. These can provide a good idea of the colors and sister ships to the 'M5. The best source of data and photos on the entire Zero series is the \$4.95 hardback book, GREEN'S FAMOUS FIGHTERS, VOLUME I, with the ENCYCLOPEDIA OF JAPANESE AIRCRAFT, VOLUME I, at \$4.95 a second choice. You can buy these by mail from John W. Caler, 7506 Clybourn, Sun Valley, Calif. 91352; or you may be able to check them out at your local library. For a well researched model, at least one of these reference books is a must to see what the real airplanes looked like.

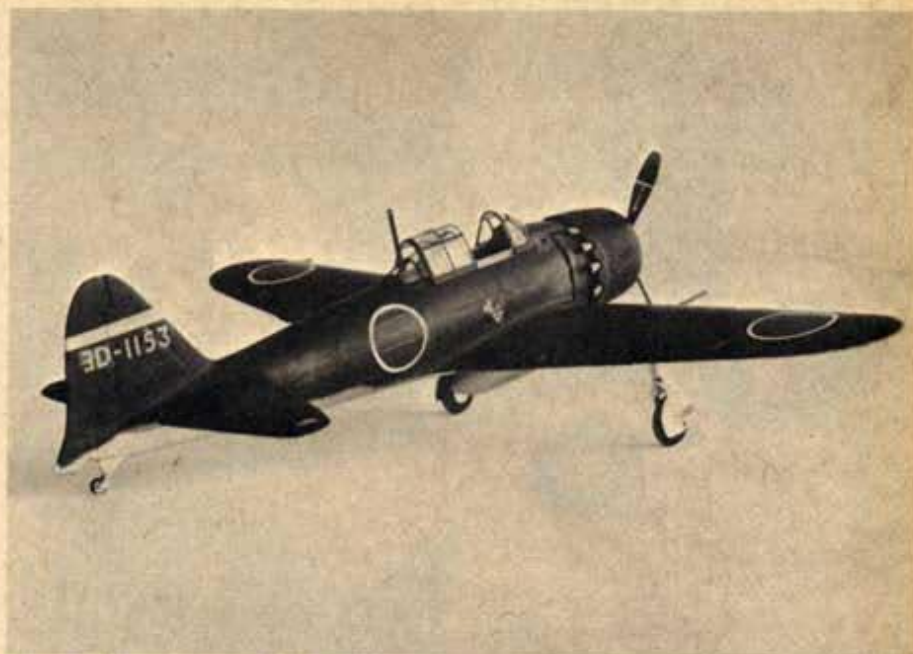
The Zero in these photos was built by experienced modeler Lloyd Jones



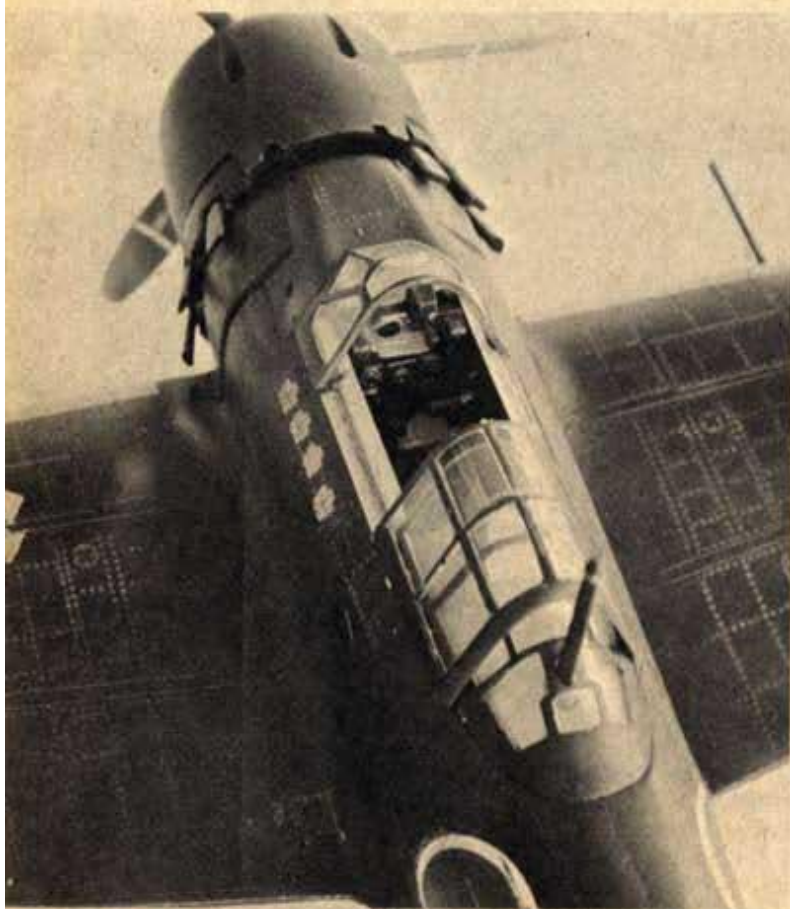
for entry in the International Plastic Modeler's Society national convention in mid-June. The model was assembled following the tips given in the Revell instruction sheet, especially those under the heading "Get Your Tools Ready." It speaks well for the kit that the only extra details Jones felt he needed for his contest entry were clear plastic wing tip lights (tinted yellow), and a clear plastic taillight. The solid plastic sections of the wing were cut away and portions of filed, sanded and polished clear plastic "runner" were glued in place. ALL of the tiny Oriental character signs and markings are included with the kit's decal sheet. The fully detailed engine with removable cowl, the detailed landing gear, and the complete cockpit with operating

canopy are also standard parts of this 1/32 scale kit. To obtain the weather-beaten finish, characteristic of these Japanese Navy planes particularly near the end of the war, Jones first sprayed the entire plane (minus lights and cockpit) with silver. He used an airbrush; however, a spray can of silver LACQUER, fogged on in several light coats to prevent melting the plastic, would do. When the silver is thoroughly dry, flat dark green ENAMEL can be sprayed or brushed on. When the flat green is dry, it can be rubbed and scratched with a coarse rag to reveal the silver undercoat just as though the paint had actually worn away to reveal the aluminum skin of the real aircraft. The decals can be applied over the green, set with Walther's "Solvaset" liquid, dried, and "worn" partially away just like the green paint.

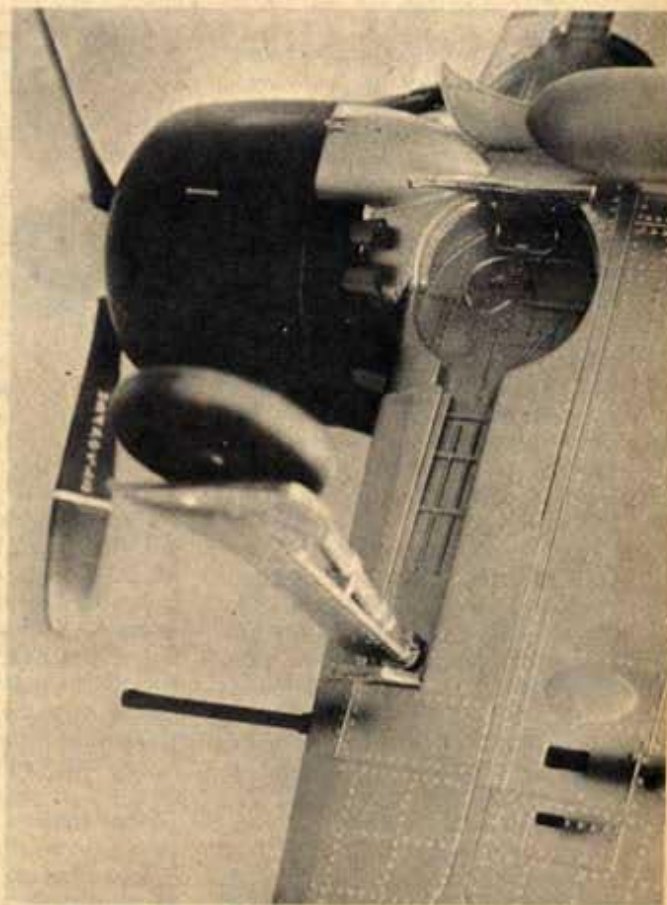
The modeler's attention to details by researching photos of the real plane, careful assembly, and authentic paint and markings, are the first steps toward building any contest-quality model airplane.



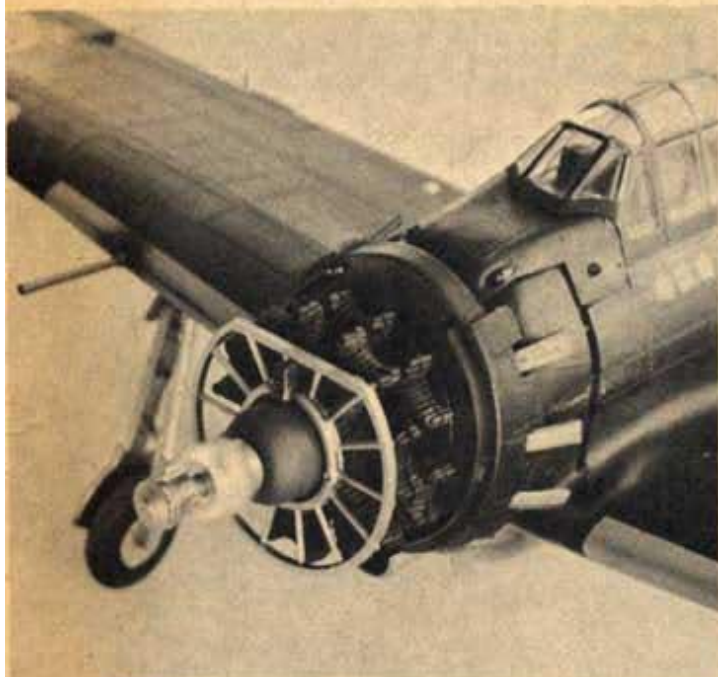
The 1/32 scale Zero-Sen A6M5 is the fourth in Revell's series of large scale WWII fighter aircraft. ALL visible details are included with a minimum number of parts.



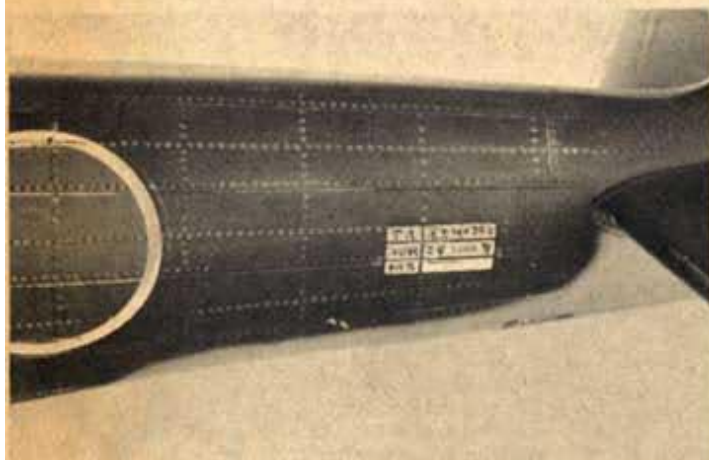
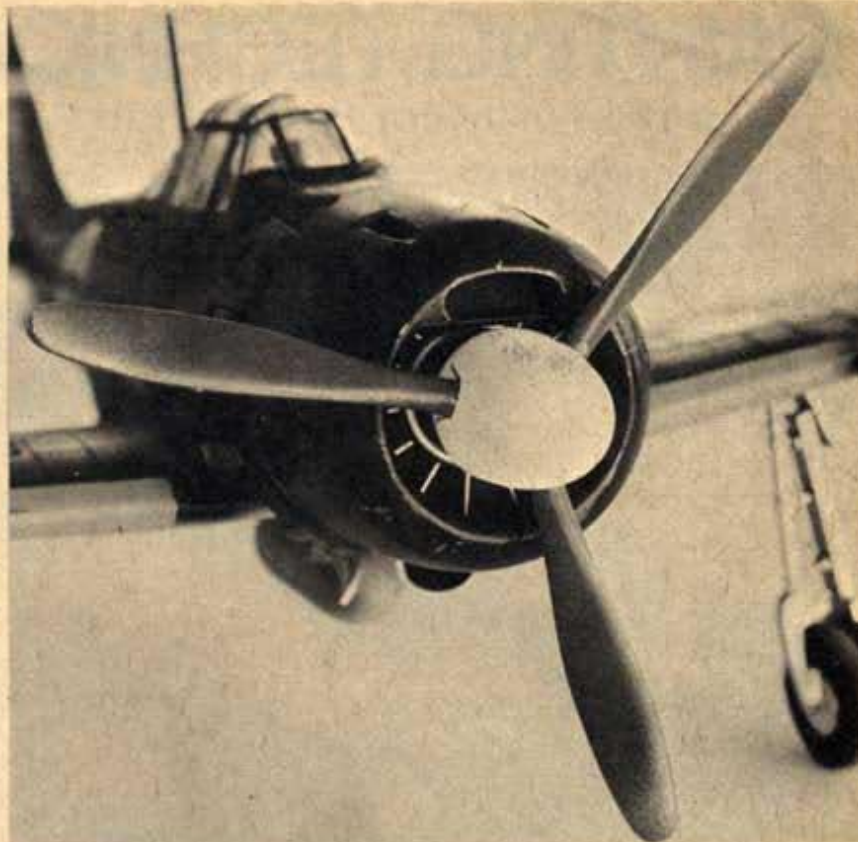
Large physical size of a 1/32 scale model airplane allows kit maker to include as standard such details as full cockpit with operating sliding canopy.



Even the inside of the landing gear openings is detailed in this kit!



Kit is designed to allow propeller and cowl to be removed to show off fully detailed engine. Cowl on most Zeroes was painted flat black like this model.



Modeler Lloyd Jones, builder of this fine ship, added the clear plastic taillight to his model to gain extra contest points. Pearl silver paint over the light molded into the kit might do.



Each of these markings is included in kit, even the one on back of propeller giving Japanese crew instructions not to grab the end of the propeller blades.

PAINTING TECHNIQUES

The right paint for the right job



If you've been following the articles on painting you've probably wondered when we were going to paint. As I said previously, the biggest secret is in the preparation. This month we are going to get a little technical. We're going to probe the type of paint that is best for the job. Throughout the rest of this series I'm going to be talking a new language to some of you. Let's first get the lingo down so you won't be left in the dark:

Lacquer—Lacquer is a fast drying, sweet smelling form of paint that is used where quick, dust free paint jobs are desired. Lacquer is basically nitro-cellulose or acrylic plastic. Acetone (the main component in finger-polish remover, usually) dissolves lacquer and also is a plastic solvent. For this reason, pure lacquer should not be used directly on plastics unless a special effect is desired. Several good lacquers are now available for plastics and they will be listed below. Lacquer hardens when the solvent evaporates. For this reason, lacquer can be used where time is a limiting factor. Lacquers have to be rubbed out to make them glossy whereas enamels do not. Lacquers have a "sheen" where enamels have a "shine." When you paint with lacquers you are less likely to have runs (check the definitions) as with the slower drying enamels. Lacs make poor brush paints as they thicken quickly and dry much too fast for a good flow-out.

Enamels—Enamel is probably the paint that you're using now. It is a slow drying form of paint mostly made of colored pigments suspended in some form of varnish. When you paint with enamel the solvent evaporates much like lacquer, but the pigments tend to settle out and glossy varnish starts its "curing" process. This is why it takes

enamel quite a long time to cure. The surface may be dry to the touch but the undersurface takes quite a long time to really harden. Because enamels are slower in drying, they are much more desirable for brushing. If applied properly, they make a great surface that is quite chip resistant. Lacquers, on the other hand, do chip.

Terminology

Base. A coat of paint, either lacquer or enamel used under clear or translucent color coats such as candies. The most used colors for bases are gold, silver, copper or bronze. The light goes through the color (candy) and hits the high metallic base coat. The "glitter" effect comes back through the candy color giving it a great depth.

Bleeding. Have you ever sprayed white over red? In a short while you will notice that the white turns pink. This is what is called bleeding. The red bleeds or tints the white.

Blushing. If you've ever painted in very high humidity you've probably seen this effect. Blushing is a milky surface tone that gives a "fog" effect to the surface. As indicated, it is usually caused from too much humidity.

Burnish. To burnish is to make something shine by rubbing it. In the case of some paint and metals, you will have to burnish or polish it out.

Crazing. A "sandpaper" or wrinkling effect caused when a solvent such as lacquer thinner, liquid cement or acetone is applied to plastic. This can be desirable when you are working on upholstery; i.e., the plastic model seats are sprayed or brushed with acetone and the wrinkle effect simulates vinyl upholstery. It is also effective in

making a simulated vinyl top for a model. Lacquers (most forms) will do this to plastics if sprayed directly without first sealing the plastic with a primer surfacer.

Flash. To dry too quickly. Lacquers often flash dry leaving a very dull, rough surface.

Flow. The flow of paint is the way it smooths over the surface evenly and correctly. The flow can be altered by changing the type of solvent, especially in lacquers. A better idea of "flow" is to use it in a sentence: "By increasing the humidity, lacquer will take longer to flow out" or, "When brushed, enamels flow out much better than lacquers."

Hammer tone. A special type of finish often found on professional radio equipment, office machines, desks, typewriters, etc.

Hue. The color of the finish coat such as a blue-green hue. This is not the brightness of the paint, however, as that is spoken of as the tone.

Ice colors. You've probably heard of ice-blue, ice-green, etc. These are usually light silvery colors with a high metallic content.

Metallic. A metallic paint is one that has micro particles of aluminum, gold, bronze or some other powder mixed into the solution. It reflects light in such a manner as to give a pleasing effect.

Orange peel. A wrinkly effect caused by too much paint at once, improper flow-out or too much can or spray pressure. The surface resembles the surface of an orange—thus orange peel.

Overspray. A form of paint dust that does not usually hit the surface. If you've ever been around a paint shop for real cars, the floor, other cars, etc. will often have overspray on them.

Pigment. Small particles of solid colored material added to paint to give it the desired color.

Primer. Primer is often used to describe both primer and primer surfacer. Primer is usually a very heavy enamel which is flat when it dries. It is specially formulated to adhere to surfaces and also form a good underbase for paints. Primer surfacers, on the other hand, are mostly lacquer and one such as Martin-Senours' No. 7362 will seal plastics so that any kind of lacquer may be used over it. Primer surfacers sand beautifully and are extremely valuable for a top show finish. Last month's issue gave more details on the use of primer surfacers.

Rubbing Compound. An oily liquid or paste that is used in rubbing out lacquers. Rubbing compound "cuts" the surface of paints much as an extremely fine sandpaper would. Toothpaste is a form of rubbing compound as it polishes the teeth when applied with a brush.

Run. A troublesome problem in painting caused by applying too much paint in one spot. The weight of paint causes it to flow downward when painting a flat surface. A run that is only slightly noticeable is called a sag. Both, however, are caused by too much paint being sprayed (or sometimes brushed) in one spot.

Tack Rag. A sticky cheesecloth that is used by painters to remove dust just before painting.

Tone. The brilliance of the paint's color.

Undercoat. The same as the base coat. You've probably heard of a candy undercoater or the like.

Varnish. A preparation made of resins dissolved in oil or in a liquid like alcohol. It dries to a very high gloss, as seen on many wood surfaces. Varnish is the vehicle in enamels and takes a long time to cure properly.

Vehicle. The paint pigment carrier. When I spoke of enamels above, the varnish was the vehicle.

Wax. There are several waxes on the market these days that can be effectively used on models. Some waxes contain silicones that really mess you up if you plan to repaint the model. These silicones cause a problem known as "fish-eye." The best way I can describe this problem is to wax a model with some of Dad's car wax. Polish it out to a gloss shine. Then get an old can of paint and spray a medium coat. You will immediately see that "fishyeyes" looking up at you. Some waxes such as Blue Coral don't contain silicones and can be used after carefully compounding the lacquer. Blue Coral Sealer can be used on enamels shortly after painting and most of the automotive waxes cannot. For lacquers, you can obtain a much higher gloss using something like DuPont New Car Wax after a suitable drying time. Wax helps keep greasy fingers and dust scratches from damaging the surface of a fine model.

Wet sand. There are special sandpapers on the market that can be used under running water. These papers are especially desirable because the flow of water keeps the paper from clogging up. Later in our painting technique you will see how we will use wet sandpaper to smooth out a lacquer finish after painting it. Most of you have probably already dry sanded something like wood but in the case of plastics or metal, wet sanding gets the desired results much quicker because of the faster cutting of clean paper.

Now that we've completed our dictionary of paint jargon, let's take a look at paint itself. Because we are mostly concerned with spray paints, let's work on these for the time being. Most spray paints available to the hobbyist are found in aerosol cans. The word aerosol means a liquid (in our case) finely dispersed in air or a propellant such as Freon. Freon is pressurized so that it drives out the paint when a valve (the spray head) is depressed. The paint moves up a tiny "dip stick" tube and out a small hole in the spray head. In the can you will find a small steel ball which keeps the pigment mixed with the solvent.

By heating the paint can in a water bath before painting, you increase the pressure on the can, thus making a finer spray. By using common tap water you can be assured that the can will not explode unless the tap water is excessively hot. The water that I use for heating cans of paint is just about the same temperature as a cup of coffee. Also the paint is warmed giving it better flow characteristics. Now that we know a little about the can let's take a look at what's inside:

Opacques. These are the "regular" types of paints. The solid reds, blues, greens, blacks, whites, etc., are examples of the opacques. You can usually cover a plastic surface with two coats of the opaque type of paint. Opacques come in both lacquer and enamel.

Candies. The candies are toners or dyes that are transparent, or translucent. The word translucent means letting light pass through, similar to transparency, but diffusing the light so that objects on the back side cannot be readily distinguished. Light passes through the candy surface and usually reflects off the undercoater. Candy colors don't stand up too well on real cars and they are what we would call delicate. The most common colors are red, blue, green, gold, purple and lime. The tone can be changed by varying the application. This will be shown later in our article. The hue can be changed by the number of coats applied. Candies are a sure winner in model contests if applied correctly.

Metalflake. Metalflake is a lot like metallic in that large "flakes" of aluminum are suspended in the paint. These are quite exotic and give a wild finish when correctly applied. For a "glitter" effect you can't beat the metal flakes.

Pearl Finish. Small pieces of mother-of-pearl are usually suspended in a clear varnish or lacquer. When this is sprayed over a base coat, you get a finish that is similar to the inside of a seashell. Sometime ago, I heard of a painter who used fish scales ground fine and suspended in a platinum pearl and clear lacquer. You can imagine what a finish you would get from that! Pearls, as candies, are delicate and hard to get right. Most pearls come in enamel but some lacs are available.

Now that we've learned a little about what's inside the can, let's take a look at what's available:

Opacques in Enamel. These paints are for direct use on plastics. They are designed for modeling use and require no special undercoaters.

Pactra. Gloss black S1; Flat Black SF1; Gloss White S2; Flat White SF2; Royal Blue S3; Leaf Green S-5; Copper SF6; Insignia Red S7; Lemon Yellow S8; Chrome Silver S11; Gold Leaf S12; Orange S13; Chocolate Brown S14; Sky Blue S22.

Testors. Red No. 3; Blue No. 8 (light); Blue No. 11; Yellow No. 14; Green No. 24; Purple No. 34; Metallic Gold No. 44; Gloss White No. 45; Metallic Silver No. 46; Gloss Black No. 47; Flat Black No. 49; Metallic Copper No. 51; Flat White No. 58; Dullcote No. 12D and Glosscote 12G.

Candies and Metalfakes in Enamel

Pactra. Candy Apple Red S23; Candy Parisian Green S29; Candy Oriental Purple S30; Candy Sapphire Blue S31; Candy Wild Cherry S36; Candy Indian Turquoise S37; Candy Root Beer S43; Candy Strawberry S44; Frosty Turquoise (MF) S46; Gold Mist D50; Candy Undercoater Gold and Silver; Blazing Red D53; Star Blue D56; Lightning Purple D57; Radiant Lime D58 and Hot Rod Primer S35 (not metalfake). All of the Candy Pactra paints will have the name Candy preceding the color. Otherwise the paint is a metal flake or undercoater. The last exception is the Hot Rod Primer which doesn't seem to fit anywhere.

Testors. Transparent Blue No. 57 (Candy); Tweedy Pie Purple No. 17R (Metalfake); Ruby Metalfake No. 29R; Jade Metalfake No. 30R; Burgandy (Metalfake) No. 31R; Sapphire (Metalfake) No. 39R; Lime Metalfake No. 42R.

Metallics in Enamel

Pactra. Blue S25; Green S26; Burgandy S27; Chrome Silver S11; Copper SF6 and Gold Leaf S12 are considered metallics and can be used in this case.

Testors. Metallic Copper, Metallic Silver No. 46, Metallic Gold No. 44 may be used as metallic finishes.

Opacques in Lacquer. These lacquers are designed for both models and real cars. AMT makes a gaggle of lacquers for models and they require no special primer surfacer. The Dupli-Color or Mr. Spray both require priming before application to plastics.

AMT. Red (501); Blue (502); Black (503); Racing Orange (505); Competition Yellow (506); White (504) and Flat Black (508).

Dupli-Color or Mr. Spray. These lacquers are found at most large automotive supply houses such as Sears, Ward's, Whitney, Warshawsky, Gem Stores, K Mart's, etc. They are factory matches for real cars and rather than list all of their colors just pick a color from any present American car back to about 1957 and you will find it in Dupli-Color. You will also find a gray, rust and dark oxide primer which is a very thin surfacer. I use these when I am trying to duplicate a factory team car or need a high quality metallic.

Candies in Lacquer. These paints have to be shot over an undercoater to get the right effect. In the case of the Candies offered by Cal Custom, you must shoot them over an undercoater which has been applied over a primer surfacer. These will otherwise react with plastic.

AMT. The AMT lacquers don't require a primer surfacer. Be sure and apply them over the desired undercoater. Ruby Red (301); Oriental Blue (302); Mint Green (303); Wild Cherry (304); Tangerine (305); Base Gold Undercoater.

Cal Custom. The Cal Custom Kandies are just like those used on motorcycle and bicycle finishes. They come in Red, Blue, Tangerine, Lime-Gold, Green and Burgandy. They have the best flow characteristics of all of the candy finishes, in my opinion. Cal Custom paints can be purchased at most of the larger automotive stores and hot rod shops around the States. These paints come in a big 16-ounce can that lasts through many, many models.

Metalfake in Lacquer. These are similar to the opacques but I will list what's the going paint for your best use:

AMT. Devil's Red (201); Royal Blue (202); Emerald Green (203); Aztec Gold (204); Fire Orange (205); Frost Grape (206); Root Beer (207); Ultra-Violet (208); Peacock (209); Lemon-Lime (210). The metallic lustre paints by AMT are similar to the metalfakes but not so flashy. They are: Red Velvet (401); Blue Fog (402); Green Mist (403); Orchid Silk (404); Burnt Charcoal (405) and Sterling Silver (406).

There you have it . . . or part of it. I did not list all the paints available but I did list the ones that are commonly used by a lot of the better model builders around the country. If you have had good luck with a certain type of paint that was not mentioned here, please let me know by your letters. We'll soon be getting down to the nitty gritty of this painting thing so . . . later!



If you chaps don't mind too very much, I'm going to dispense with the usual levity entirely for a bit and talk to you seriously about a very serious problem we, as HO'ers, are now facing.

The problem is apathy.

Since you are reading an HO enthusiast column in an enthusiast magazine, I assume that *you*, gentle reader, no matter who you are, no matter where you live, are to some extent an HO racing enthusiast. Right? Okay, then, why don't you come out of your shell and *do* something?

Some of you, of course, are innocent of the apathy charge and *have* been doing everything possible to further the sport all along (those in this category are officially excused from the following lecture). But a great many of you, I dare say *most* of you, have done absolutely nothing month after month but wait for HOCCI or somebody else to hand everything to you on a silver platter.

What exactly do I want *you* to do? Participate, baby, participate. By the time you read this, the first MC&S-HOCCI race will be history or about to become history. How many of you bothered to enter even a single car? By rights there should have been *thousands* of cars there, but I'll wager there weren't over a few dozen, maybe a hundred. Next month I'll know for sure and if there *were* thousands of cars at Monroe, I'll apologize, but I don't much think I'll have to.

I know that far too many of you consider yourselves unimportant nobodies. You say to your mirror: "I know my cars don't have a chance of winning, so I won't worry about entering them." Now what kind of a negative attitude is that? You've got absolutely nothing to lose; the least you can do is have a go at it, wot?

If this MC&S-HOCCI series fails dismally, and there is that grim possibility, then we can just about kiss organized HO racing goodbye, at least for the foreseeable future. If HOCCI's own members won't support the races, who can blame the magazine and parent organization? I'm not saying Doomsday is upon us or anything like that, but it *could* happen if things don't pick up. I sincerely believe that HO can make it, but it's going to take all of us working together, especially *you*.

If you've been promising yourself that you would join HOCCI but keep putting it off, do it **NOW**. Those of you who have already joined, *enter the races*. Write to your regional director if you have one and help him organize

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your area. If you don't have a director, write to headquarters and nominate someone for the post. Just *get* one and then support him all you can. Write to the manufacturers. They'll listen. Write to me. I'll sure 'nuff listen.

But, above all, remember: the word is PARTICIPATE. If *you* don't support HO, nobody else will.

A scant two months ago, HO Formula One racing was all but nil. Available cars could be counted on the thumb and forefinger of one hand: Tyco's Brobdingnagian Lotus and BRM. But now, hoo boy, would you believe that HO has, or soon will have, more F1 bodies available than *any* other scale?

First and foremost, of course, are Aurora's six Mini-powered GPs. Then there are the clear plastic shells of Mini Wheels and Lancer. M-W has the STP turbine out now and who knows what else in the works. Lancer is a great big question mark. I've known for months that they have a new line of GPs, but other than the Lotus turbine, I don't know exactly what is in the line or the release date. At any rate, a "line" for Lancer usually consists of four to nine bodies.

Just arrived on the HO bodymaking scene is an Englishman by the name of Larry Flounders. Like Richard Harrison, Larry's outfit is not exactly big-time, but he is one heck of a manufacturer nonetheless. He has a line of fiberglass bodies available now for 45 cents plus postage. For more info you can send a stamped, self-addressed envelope to Larry at 59 Rochester Road, Camden Town, London N.W. 1, England. At the moment, the line includes these shells: Howmet turbine (not an F1, of course, but well worth a mention here), Lotus turbine, Eagle-Climax, Eagle-Weslake, Honda, and BRM H16. Most exciting part of the entire deal is that Larry will be making *two* new bodies each and every month.

By year's end or early 1969, I'm sure we'll have at least 20 F1 shells, perhaps as many as 30, 35, even 40. Guess who's in hog heaven.

Hey, look who just jumped on the HO race-sponsoring bandwagon. *Car Model*, no less. Word from Carl Dreher (remember him from my May column?) is that CM will sponsor a jumbo drag meet at A&A Dragway in Gary, Indiana Oct. 18-20.

I'll have a bit more on this race as well as details on the second MC&S-HOCCI race which, by coincidence will be held in Elwood, (Ind.) about the same time in Oct. next month. Until then, you can send a stamped, self-addressed envelope to Carl Dreher, 6957 Ash Ave., Gary, Indiana 46403 for rules, entry blanks, etc.

NEW STUFF DEPT.:

Finally laid eyes on Auto World's new AW-17 decal sheet (25 cents) and it is a beauty. This has got to be the best thing to ever come out of Scranton, (Pa). Detail is excellent and it has large and small fields, large and small sets of numbers, and over 30 different sponsor decals including most of those demanded by the enthusiast: Ferrari, Porsche, Firestone, Autolite, Shell, Castrol, Bosch, Fram, Bardahl, Pure, the Tiger, Perfect Circle, as well as all those on the AW-15 & 16 sheets. And for you playboy surfers there are even "bunny" decals and iron crosses. In spite of these and the still useless Texaco, Phillips, and *eight* Auto World decals, it's one fantastic decal sheet, the best HO has ever had.

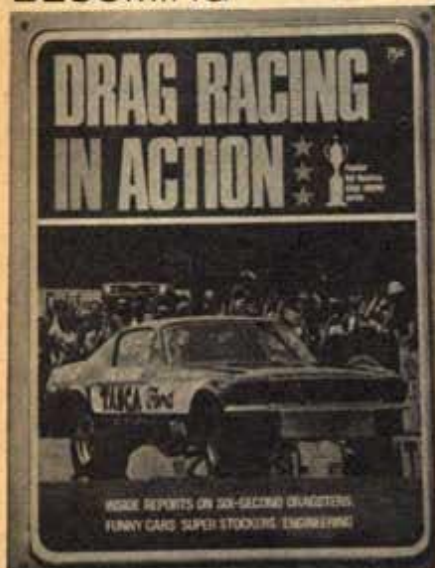
Richard Harrison is now stocking the German-made Faller magnets for 25 cents to 35 cents (price not fixed at press time). Just as the Faller brushes (mentioned last month) are far superior to anything else available for the T-Jet, the German mags are also the best money can buy, with the possible exception of La Ganke's Tiger Mags. I haven't seen these yet so I can't make a valid comparison, but the Germans are certainly cheaper than the 69 cents La Ganke jobs.

Due to last minute space limitations, I don't have room for Table Top, Club News, and all my other regular departments this month.

Until next month and for all time: participate.

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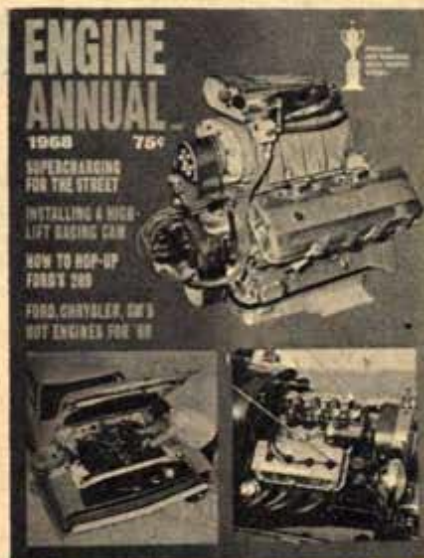
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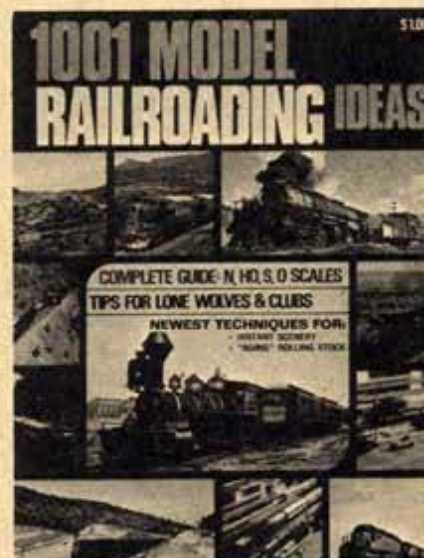
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Fill out this information sheet and mail it to us as soon as possible. We'll list your club in our MC&S Club Listing, which appears in each issue of MC&S. If you're looking for more fun and competition, let other clubs know where you're at. Make it a point to contact the clubs closest to you, and get that competition started. **DO IT NOW!**

Please print

Club name _____

Address _____

City _____ State _____ Zip _____

Telephone area code _____ number _____

Is this a new club? Yes No

If "No" how long has your club been in existence? _____ Years _____ Months

How many members? _____

Do you have a minimum age for members? _____

Looking for new members? Yes No

Looking for competition from other clubs? Yes No

Average age of your members _____ years old.

How many tracks in your club? _____

Custom made tracks? (routed) Yes No

Tracks made from commercial track? (Revell, Monogram, etc.) Yes No

Is your club affiliated with NAMRA? (1/24 & 1/32) Yes No

Is your club affiliated with HOCCI? (HO scale) Yes No

If "yes" do you follow the NAMRA or HOCCI rules closely? Yes No

Which scales do you race? 1/24 1/32 HO

Do you race Ready-to-runs Kit cars Scratchbuilt

How often does your club race? _____

Any special night(s) of the week? _____

Do any of your members subscribe to MC&S? Yes No

Buy it on the newsstands? Yes No

Thank you! Your club will be listed approximately 60 days from today, or less.

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